The Motorcycle Enthusiast's Weekly Newspaper

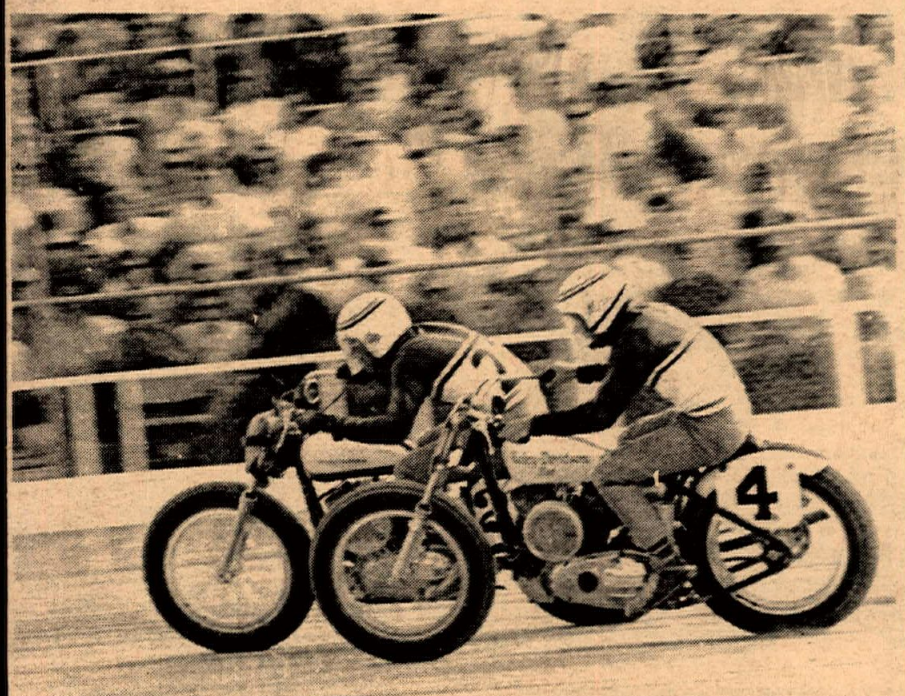
VOLUME V NUMBER 24 July 11, 1968

CYCLE NEWS WEST

32 PAGES

25¢

LOUISVILLE NATIONAL



Dan Haaby (22) is just about to be passed on the inside by Bart Markel (4) and Bart went on to resume his winning streak.

Story by Frank Mayer

Photos by Ford Reid

#4 Takes 1st At Louisville For 4th Time On Path To #1 Plate For 4th Time!

Fair skies and 100 degree temperatures blessed an otherwise bad day of racing at beautiful Louisville Downs in Louisville, Kentucky on June 9th. The racing was bad in the respect that several injuries occurred in at least 8 separate accidents, and also because 3 races had to be stopped early and the 7-mile Amateur feature had to be restarted.

Many Accidents

To begin with, the first Expert heat had to be halted after eight laps when #50, George Longabaugh got off his Harley in spectacular fashion in the number four turn after a front-end wobble had his forks bouncing from one stop to the other. Ted Heil from Dayton won the heat on a H-D and also had a qualifying lap of 26.98 seconds for the fastest time of the day honors.

Things went smoothly (as smoothly as can be expected on this gravel track), until the third Amateur heat when #49E, Ronald Mole from Grand Ledge, Mich. dismounted his BSA in the sixth lap, and that race, too, had to be cut short.

Then the 5-mile Expert semi-final, the next item on the program, also had to be stopped in the third lap due to the bad spill that #18, Mert Lawwill took. #22 Dan Haaby, (H-D) was declared the winner.

As if that weren't enough, in the next race, the 7-mile Amateur Final, #76e, David Atherton of White Pigeon, Mich. fell off on the second lap, as did Jack Forrester, #65h of Lafayette, Ind. Atherton sustained leg and hip injuries.

Dan Does It

The race was restarted and won by #40F, Larry Darr of Mansfield, Ohio who also set a new track record for seven miles with a race time of 6:36.66, bettering Earl Lout's old record by three seconds. #80E, Bob Maiers of Lansing, Mich. came from dead last on the penalty line and almost over took Darr, but Larry's Harley was not about to be beaten by Maiers' BSA Gold Star, so Bob had to settle for second. Joe Stone unloaded on the last lap and suffered a facial fracture.

In the last event of the day, the 15-Mile National, Bart Markel resumed his winning streak by the skin of his teeth.

(Continued on page 6)

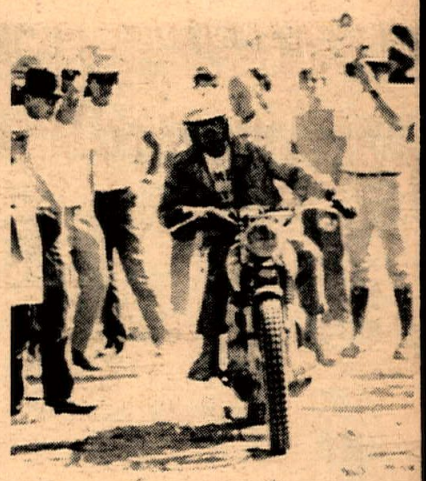
LAS VEGAS, NEV.

STARDUST 7-11

HEARTBREAK FOR SOME, FOR OTHERS GLORY

When Larry Bergquist and Gary Preston, both of Paramount, Calif., finished the Stardust 7-11 Off Road Championship Race on Thursday, June 13, 1968 at Las Vegas, Nev., they gave motorcycles another victory over four-wheel vehicles.

(Continued on page 10)



Dick Dean, aboard a Triumph and entering Ash Meadows, Nev.

Story by Sharon Clayton Photos by Sharon Clayton and Dennis Greene

NATIONAL DRAGS

By Bob Ebeling

In the remote north-east corner of Tennessee state, Harley-Davidson secured top fuel superiority with a victory at the A.H.R.A. Spring National Drag Championships.

Bob Barker trailered his 74-inch Harley from Columbus, Ohio and in rapid succession defeated two equal displacement Harley-Davidsons and one single engine Triumph that had qualified for the four spots, in heads-up contention for top fuel eliminator.

A Norton was the only machine native to the host state to secure a prominent victory. C. Candler hails from Knoxville, Tennessee and returned to his home town with a lot more than he had started out with Eight class winners tried to stop the Norton's rush to victory lane as top competition eliminator, but to no avail as the 45-incher put consistency to use in handicap racing and won the heavy pot of gold turning 13.36 elapsed time and 98.08 miles per hour.

(Continued on page 8)

Buddy Boggs lost chance of A-Modified win by jumping lights aboard his 72-inch Harley.

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL CHAMPIONSHIP SANCTION SCHEDULE

JUNE 23 – MINIATURE NATIONAL

CHAMPIONSHIP ROAD RACE Pittsburgh Racing Assn., 718 Hope Hollow Rd., Pittsburgh, Pa.–Heidelberg Raceway–Entries from AMA or District Referee. Entries close June 2.

JULY 14–20 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Jack Leigh, c/o Mort Becker, 4118 S.E. Malden St., Portland, Ore. Entries from AMA or District Referee. Entries close June 23.

JULY 20 – 30 LAP TT

NATIONAL CHAMPIONSHIP Mt. St. Helens MC, P.O. Box 51, Castle Rock, Wash. –Entries from AMA or District Referee. Entries close June 29.

JULY 27 – 50 LAP TT

NATIONAL CHAMPIONSHIP J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Ascot–Entries from AMA or District Referee. Entries close July 6.

JULY 28 – 10 MILE NATIONAL

Championship Dirt Track (1 mile) Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – Santa Rosa Fairgrounds, Santa Rosa, Cal. $6000 purse. – Entries from AMA or District Referee.

AUGUST 4 – PROFESSIONAL

HILLCLIMB NATIONAL CHAMPIONSHIP Muskegon MC, Muskegon, Mich.–Mt. Garfield–Entrants notified by AMA.

AUGUST 4 – 110 MILE NATIONAL

CHAMPIONSHIP ROAD RACE. Floyd Clymer, 222 N. Virgil Ave., Los Angeles, Calif. Indianapolis Raceway Park, Indianapolis, Ind. Entries from AMA or District Referee.

AUGUST 11 – 25 LAP TT

NATIONAL CHAMPIONSHIP Midwest Speedways, 4600 N. 27th, Lincoln, Nebr. –Entries from AMA or District Referee. Entries Close July 21.

AUGUST 25 – 15 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK (1 mile) Scanlan's Promotions, Inc., 3001 N. 9th St., St. Joseph, Mo. – State Fairgrounds –Entries from AMA or District Referee. Entries Close Aug. 4.

SEPTEMBER 1–14 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – San Jose track –Entries from AMA or District Referee. Entries Close Aug. 11.

SEPTEMBER 8–11 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Robert M. Day, 277 Paul Ave., Salinas, Calif.–California Rodeo grounds–Entries from AMA or District Referee. Entries Close Aug. 18.

SEPT. 15 – 25 MILE NATIONAL

J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Sacramento, Calif.–Entries from AMA or District Referee. Entries Close Aug. 25.

SEPT. 15 – 150 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Schuyler County MC, Rd 1, Cayuta, N.Y. –Schuyler & Tompkins Counties–Entries from AMA or promoting club.

EVERY WEDNESDAY NIGHT

ACA SPORTSMAN SHORT TRACK RACES at Trojan Raceway, corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, south on Garfield, west on Southern to track entrance. For info call (714) 528-4290. Any affil. okay.

EVERY THURSDAY NIGHT

ACA SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, south on Garfield, west on Southern to track. For info call (714) 528-4290. Any affil. okay.

EVERY FRIDAY NIGHT

AMA PROFESSIONAL FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. For info call (213) DA 3-5055.

QUARTER-MILE SPORTSMAN SHORT TRACK co-sponsored by Fort Sutter & Sacramento Trackers M.C.'s at Eldorado Raceway, Sacramento, Calif. Take Jackson Rd. or Hwy. 16 to Excelsior Rd., no. 1/2 mile.

3-STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C. so. of Portland, Ore. on SE Lawnfield Rd. near Clackamas, Ore. For info contact Sidewinders, Rt. 3, Box 290-C, Oregon City, Ore. No race July 5, 19 & Aug. 30.

CLASS A PROFESSIONAL SHORT TRACK, ACA sanc., Orange Co. Speedway. Santa Ana Fwy., to Laguna Cyn. offramp, make left at first street, Valencia, 2 mi. to track. For info call (714) 528-4290.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

3-STAR PROFESSIONAL TT RACE by Mt. Baker M.C. at Bellingham, Wash. AMA sanc. For info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. For info call Dick McAfee at 877-3395 in Paradise, Calif.

THURSDAY, JUNE 20th

DESERT CLUB REFEREES MEETING at Poplar St. Playground.

SAT. & SUN., JUNE 22 & 23rd

5th ANNUAL McFARLAND ROAD RUN by California Eagles M.C. For info call (213) 925-7290 or (213) 444-6577.

TWO-DAY 200-MILE ENDURO. Mike Stewart Memorial Run, proceeds to American Cancer Society. Tillamook Burn Mountains, 60 mi. S.E. of Portland, Ore.

SAT., JUNE 22 & 29th

SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. & San Fernando Rd., Pacoima, Cal. Benefit show for American Cancer Society, practice at 7 p.m., races start at 8 p.m. Team racing, adm. $2.50 adults, $1.50 under 12, free under 5. For further info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal (213) 983-1617.

SUNDAY, JUNE 23 & 30th

TROPHY PRESENTATION by Invaders M.C. at Prospectors Run June 23 & Desert Challengers Hare Scrambles June 30. Look for Invaders camp. For info call (213) 383-3691.

SUNDAY, JUNE 23rd

TT SCRAMBLES by Coachella Valley M.C. at Perris, Cal. AMA sanc. Dist. 37 point run.

AFM PROFESSIONAL ROAD RACE at Carlsbad, Cal. Nat'l points race, $200 purse. For more info call John Mc Gillvray (213) 222-1303 after 6 p.m.

SCRAMBLES by So. County M.C. of Gilroy at 7800 Cienega Rd., Hollister, Cal. AMA sanc.

SCRAMBLES by Oakland M.C. at the Richmond Ramblers track, Richmond, Calif. AMA sanc.

PROSPECTORS HARE SCRAMBLES-10 a.m. Separate trailbikes. Big bike run approx. 60 mi. Trail bikes approx. 30 mi. Limed from Red Rock Canyon, Cal. Race spots elevation 3500 feet.

SPORTSMAN TT SCRAMBLES by Mesa M.C. at Mesa Speedway. AMA sanc. Main St. turnoff from Interstate 5 at Chula Vista, Cal., limed to east of Brown Field. For info contact Mesa M.C., 3510 Valley Vista Rd., Bonita, Cal. 92002.

SATURDAY, JUNE 29th

TT SCRAMBLES by Gripsters M.C. at Elsinore, Cal. Night AMA sanc. Dist. 37 pt. run. For info contact Gripsters, P.O. Box 272, Placentia, Cal.

TT SCRAMBLES at Josephine Co. Fairgrounds, Grants Pass, Ore., by Rogue Valley Riders M.C. Signup 2:30-7 p.m., practice 5:30-6:30 p.m., race at 7 p.m. AMA sanc., 100-200-250-Open, plus Beginners 100cc. Entry $2.00, for info call (503) 476-1820 or (503) 476-4018.

TT SCRAMBLES by Oasis Scramblers & Fallon Lions Club at Fallon, Nev. Fairgrounds on Hwy. 50-95.

SAT. & SUN., JUNE 29th & 30th

2nd ANNUAL HUALAPAI MT. ROAD TOUR by Copper State M.C. at Kingman, Ariz. For info call 943-1529 in Phoenix, Ariz., or write Hualapai Mt. Road Tour Comm., 2223 W. Sunnyside Dr., Phoenix, Ariz. 85029.

SINGING WHEELS OVERNIGHTER at Stallion Oaks, Calif. Follow the lime and signs from Hwy. 80 & Descanso Junction, Calif. Mail entry $3.00 til June 2, post entry to Singing Wheels M.C., 1508 Satinwood Ct., Chula Vista, Cal. 92011. Phone 420-9702 in Chula Vista.

SUNDAY, JUNE 30th

SPORTSMAN HILLCLIMB by Salinas Ramblers at Rianda Ranch, Gonzales, Cal., 13 mi. so. of Salinas. AMA sanc., for info contact Salinas Ramblers, 321 N. Main St., Salinas, Cal. 93901.

TT SCRAMBLES at Sunny Valley Speedway, 14 mi. no. of Grants Pass, Ore. Signup 10 a.m. to 12:30 p.m., prac. 11:30 a.m. to 12:30 p.m., race at 1 p.m. Entry $2.00, 100-200-250-Open & Beginners class. For info phone (503) 476-4018.

HARE SCRAMBLES by Desert Challengers, Dist. 37 pts. Limed north of Adelanto on Hwy. 395.

POKER RUN by Valley Council of M.C. Clubs at Sonora, Cal. Signup at Foster Freeze 10-11 a.m. AMA sanc.

SCRAMBLES by Sierra M.C. at Lincoln, Cal. AMA sanc., for more info contact Bill Cordery, Ref., (916) 885-5491.

3rd ANNUAL MOTO-CROSS by Marin Co. M.C. Assoc. at China Camp, Cal. AMA sanc. Last event at China Camp. Take U.S. 101 no. from San Rafael, Cal. to San Pedro Rd., turn right to track. For info call Jim Howland (425) 897-5901.

MOTO-CROSS at Carlsbad, Calif. Organized by Calif. Moto-Cross Club. Mail Entry: $5.00, Post Entry; $10.00. Mail entries to: P.O. Box 124, Reseda, Cal. 91335. Close June 21, '68. AFM Nat'l. points.

AFM NAT'L ROAD RACE, Orange Co. Int'l Raceway, 10 mi. so. of Disneyland on Santa Ana Fwy., Sand Canyon offramp. For info call (415) 535-1549, (213) 762-9875, (805) 967-8919 or (714) 442-3338.

THURSDAY, JULY 4th

1st ANNUAL FIRECRACKER GRAND PRIX presented by International Moto-Cross, P.O. Box 3571, San Diego, Cal. 92103. Mail entries $10, post entries $25. Location: Dana Point, Cal. FIM & ACA sanc.

FIRECRACKER FIESTA SCRAMBLES by Jackrabbits M.C. at Perris, Calif. AMA sanc. pt. run. For more info call (213) 923-8898.

2nd ANNUAL "ATHENA NATIONAL" 100cc Flattrack Race at the Athena High School grounds in Athena, Oregon (20 miles north of Pendleton, Oregon). $250 guar. For info or entries contact: Athena Chamber of Commerce, Athena, Ore. 97813. Phone: (503) 566-3462.

5th ANNUAL AFM NAT'L CHAMP. 250-Mile Production Road Race. Vaca Valley Raceway, Vacaville, Cal. For info & entry forms, write AFM, 4810 Daisy, Oakland, Cal. 94619 or call (415) 535-1549, (213) 762-9875, (805) 967-8919 or (714) 442-3338.

SUNDAY, JULY 7th

TT SCRAMBLES by Experts M.C. of San Diego at Mesa Speedway. For info contact Earl Roloff at 479-3209 or 239-6119 in San Diego.

EUROPEAN SCRAMBLES by Desert Challengers at Deadman's Point, Calif.

T.T. RACE & WHEELIE CONTEST at Adelanto, Calif. For further info call (213) 927-1977.

SATURDAY, JULY 13th

AMA NIGHT RACE by Stumpjumpers M.C. at Elsinore, Cal. Dist. 37 pts., 6:30 p.m. start. For info call (714) 525-5234.

SUNDAY, JULY 14th

1st ANNUAL RAIN OR SHINE HARE SCRAMBLES by the Hilltoppers M.C. Dist. 37 AMA pt. event, begins promptly at 10 a.m. Limed from Lucerne, Calif.

SUBSCRIBE TO CYCLE NEWS

(VIA 2nd CLASS MAIL)

☐ **$7.50 FOR 1 YEAR** **$12 FOR 2 YEARS** ☐

Via 1st class mail for one year $18. ☐

Via Air Mail for one Year $26. ☐

(please check one of the above)

This is a new subscription ☐

This is a renewal ☐

I enclose check or money order ☐ or

please bill me later ☐

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

(due to postal regulations we must have zip codes on all subscriptions)

MAIL TO: CYCLE NEWS, BOX 498, LONG BEACH, CALIF. 90801

PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

CALENDAR

SUNDAY, JULY 14th

1st ANNUAL DON McALEAR BENEFIT HARE SCRAMBLES presented by the Hilltoppers M.C. Rain or shine (or whatever's fair). AMA sanc., Dist. 37 points. Limed from Lucerne, Calif. Race starts 10 a.m. sharp. LeMans start, separate trail bike course. For further info call (213) 422-7747.

3rd ANNUAL ELSINORE TOUR by Pacific Coasters M.C. For complete info. write to Pacific Coasters M.C., 4502 Gila Ave., San Diego, Calif. 92117.

THURSDAY, JULY 18th

FOUR STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C., south of Portland on SE Lawnfield Road, near Clackamas, Ore. For info contact Sidewinders, Rt. 3, Box 290C, Oregon City, Ore. 97045.

SUNDAY, JULY 21st

SIX STAR PROFESSIONAL TT RACE by Oregon Sidewinders M.C., so. of Portland, on SE Lawnfield Road, near Clackamas, Ore. Annual Pacific Coast Championship. For info contact Sidewinders, Rt. 3, Box 290C, Oregon City, Ore. 97045.

SUNDAY, JULY 28th

POKER RUN by Road Runners of Santa Cruz, Cal. AMA sanc., starts 1 mi. no. of Watsonville, Cal. Sat. nite dance, etc. Contact Marshall (Woody) Wood, 234 Manfre Rd., Watsonville, ph. (408) 724-1982 for more info.

MOVIELAND MOTOR REVUE sponsored by Hesperians of So. Calif. at Universal Studios, Lankershim Blvd. at the Hollywood Fwy., Universal City, Cal. Open to all show-worthy vehicles in following categories: motorcycles, antiques, classics, sports cars, customs and hot rods. For into contact A World on Wheels, P.O. Box 361, Lynwood, Cal. 90262. (213) 639-5032.

SUNDAY, AUGUST 4th

1st ANNUAL CHARITY BENEFIT MOTO-CROSS by Sage-Hoppers M.C. at Encinitas, Cal. AMA Nat'l sporting pts. For info call Bob Gooding (714) 753-2907.

WHO BROUGHT COLUMBUS & WORTHINGTON OHIO TO CALIFORNIA? WHO BRINGS TWO RIDERS FROM EACH DISTRICT OF THE U.S. TO CALIFORNIA TO RACE ON JULY 6 & 7, 1968? HERE COMES THE EAST!

(ANSWER)

DIRT DIGGERS M.C.

JUNIOR RIDERS COP LAURELS AT SOUTH GATE

By Mike Capalite

It was a night for the Junior riders to be the heros as they showed the senior riders the way around the track to all events Thursday night, June 13 in the Trojan Raceway TT races. Now included is a much higher jump that has been built up a few feet to make for more exciting racing.

The 100cc Trophy Dash saw Dan Hazel (Yamaha) get one of his jack-rabbit starts off the line, grab the lead and hold it to the finish line to receive his first Trophy Dash win of the season. Dan has been progressing rapidly all season, and with his terrific talent for taking off, he is going to prove a formidable opponent for the top riders. It was a shame that after a good showing in the Trophy Dash he was to have trouble in the Main Event and not finish in the running, but that's racing.

Scott Sails

In the 100cc Main it was Gary Scott (Honda) who took over the lead with hotshoe rider Jimmy Raymond (Suzuki), sponsored by Rio Hondo Marine who are the local Suzuki dealers in South Gate, right behind him and pushing every inch of the way for the full twelve laps. But Jimmy's hard riding was to no avail as he couldn't find a way around Gary and had to settle for a second place. Third place went to Bryan Spinks (Yamaha) while crowd-favorite Dale Hopkins (Hodaka) got fourth.

The 250cc Trophy Dash was taken all the way by Jim O'Neal (he didn't enter the brand on his entry blank so I imagine it was an Allstate) who was out to make a clean sweep of the evening. He grabbed the lead in the Main Event and looked like he was going to run away with it when out of the pack and working his way up came Eddie Walker on one of the new 250cc Triumphs. Eddie, who is riding out of Shell Motors, got within striking range and dogged at Jim's rear wheel until he got his chance and then took the lead away from him. But Jim was by no means accepting this as gospel. He rode even harder and in the next lap regained first place again and then both of them were riding so hard they left the rest of the pack behind as it became a two-man duel. It went this way till the last lap when Eddie made his final bid and managed to grasp the lead away from Jim and come across the victor.

Walker's Triumph Wails

The old Triumph Cub in its day was a good lightweight, but in this day of the high-performance 2-strokes, it is very seldom competitive. If this is an example of how the new 250cc Triumph runs, it may be that some of the 2-strokes may have to laugh out of the other side of their mouths. It will be interesting to see how Eddie does in the upcoming weeks on this very smooth-running piece of Coventry equipment.

Moving up from seventh place to third was Jerry Formby (Yamaha), but he couldn't get anywhere near Eddie and Jim, while Don Finley (Bultaco) finished fourth. Fifth and sixth went to Tom Stowell (Montesa) and Jim Johnnie (Bultaco), while Dennis Burkman (Parilla) had a little trouble getting over the side of the jump and had to settle for a seventh place.

(Results Next Week)

ATTENTION CLUBS AND PROMOTERS

Owing to space requirements, Calendar of Events will list only the following information:
Date of event
Promoter or Club
Sanctioning Body initials
Points status
Phone number or address to contact for more information. Additional information regarding coming events may be found in advertisements or press releases published in the newspaper.
PRESS RELEASES—Professionally produced press releases regarding coming events will receive editorial consideration.

MOTO-CROSS
CARLSBAD RACEWAY
PRESENTED BY
California Moto-cross Club
JUNE 30
Camping ok night before Moto-Cross

Trophies—Money
More Trophies to Jr. Classes
Prize Money for Experts

Entry
Mail Entry $5.00
Post Entry $10.00
Entries Close June 21

ATTENTION
AMA Moto-Cross riders prepare yourself for the coming season. Ride the Moto-Cross June 30th. Most of the course will be dust free – will have sprinkling system. Always a cool breeze – only 6 miles from the ocean.

CLASSES
EXPERT & JUNIOR
0 – 125
126 – 250
251 – 500
OPEN
Mail entry to: P.O. Box 124, Reseda, Calif. 91335

AFM PROFESSIONAL
ROAD RACES
Presented by
CARLSBAD RACEWAY
JUNE 23
NATIONAL POINT EVENT
ALL GRAND PRIX & PRODUCTION CLASSES
Gates Open 7:30 a.m.
First Race 12:00 noon
ADMISSION
Adults $2.50

DIRT DIGGERS ALL-STATE CHAMPIONSHIP SCRAMBLES

JULY 6th
0-250cc
9:00 a.m. START

JULY 7th
251-OPEN
10:00 a.m. START

MAIL ENTRY $5.00 (Closes June 27th)
Includes FREE admission for rider
POST ENTRIES will be accepted, Entry fee $5.00
Rider to pay his admission to event.
Post Entries Close 9:00 a.m. on Sat., July 6 & 10:00 a.m. Sun., July 7

NEW COURSE is ¾ mile long – over natural terrain – traction optional

DIRECTIONS TO HOPE TOWN – take Ventura Fwy. west to Topanga Cyn. Blvd. turn-off No. thru Chatsworth, take Hwy. 118 over the hill to Santa Susana – You're there, on the right.

SEND ENTRIES TO: Dirt Diggers M.C., 19308 E. Aguiro St., Rowland Heights, Calif. 91745

ORANGE COUNTY INTERNATIONAL RACEWAY
PRESENTS
AFM NATIONAL ROAD RACES

SEE THE TOP ROAD RACERS IN ACTION
FIRST RACE 12:30 p.m.
ADMISSION $2.00
JUNE 30

You'll always see it FIRST in CYCLE NEWS

6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Or: Box 498, Long Beach, Calif.
Phone: 423-0431
(Area Code 213)
From L.A. Phones: 636-8844

"America's Only Weekly Motorcycle Newspaper"

Publisher. . . . .Charles C. Clayton
Business Manager. .Sharon Clayton
Circulation Mgr. . .Gaye Thomason
Editor. . . . . Carol Sims
Advertising Mgr. . . . . Tom Culp
Photo Editor. . . . . Dennis Greene
Lab Technician. . . .Bill Pettigrew
Bookkeeper. . . . . Susan Whitelaw
Receptionist. . . . . Judy Bailey

Published weekly except the first and last week of the calendar year by C&S Publishing Co., Post Office Box 498, Long Beach, California. Second Class postage paid at Long Beach, Calif.

Editorial stories, cartoons, photos, etc. are welcomed and will be paid for upon publication (except press releases and "Voice" letters.) Addressed, stamped envelope assures return.

Single copy price. . . . . 25¢
Subscription: One year 2nd class Mail $7.50

(Subscribers please allow three weeks for address change.)
Advertising rates and circulation information will be sent upon request.

VOICES OF THE WEST

NORTHERN HOSPITALITY

The Dirt Diggers North M.C. would like to extend our sincere invitations to Mr. Larry Demas and Mr. Mickey Freeney (Shamrocks and Rams M.C.'s) for our 1st Annual Summer Scrambles at Helvetia Park near Sacramento (NORTH of Lodi) where the real Northern hospitality happens to be.

These two gentlemen can ride our event free! (Even if they ARE 10 minutes late!)

DIRT DIGGERS NORTH M.C.
P.O. Box 338
Orangevale, Calif. 95662

P.S. We're gonna skin 'em back at Hopetown.

I WAS THIRSTY!

I would like to thank the following for the water they generously offered on the Greenhorn Enduro; the people under the bridge just before Wagon Wheel, the two boys at Garlock, and the man at the road crossing in that miserable sand wash just before the finish at Pearblossom. I would like to give special thanks to the man in Red Rock Canyon who was handing out ice cubes!

I would also like to thank Don Woods for tuning my bike at Ridgecrest and for gassing it all along the way. Without the aid of these people I never would have made it.

MIKE ADAMS
Engr.
UCLA '71
Los Angeles, Calif.

APPRECIATES RESCUE SQUAD, CHOPPER

During the Rams MC's European Scrambles held at Hi Vista on May 31, I got careless enough to find myself coming to with the Radio Rescue Squad working like mad on me. They were efficient and considerate of my injuries. They told me I could use either the ambulance or the helicopter for a fast trip to the Antelope Valley Hospital. I took the easy way out, naturally, and they returned me to the pit area where I was put in the "infuriated palm tree" and flown to Lancaster.

I would like everyone to know how much easier both the rescue group and the helicopter people made it for me, and give my thanks to everyone that helped, including the District 37 Sports Committee for having the "chopper" available.

JIM MERRIKEN
Prospectors M.C.
Los Angeles, Calif.

HUNDREDS, SPEAK UP!

As the age-old controversy rages as to the lack of time allocated the 100cc class motorcycles, our club came up with an interesting idea. We are very seriously contemplating a 100cc-only Grand Prix on an 8/10 mile surfaced "TT" course here in the San Diego area. With only half of the support of these little ring-dings, we should come up with a wow of an affair.

The race would be broken up into the three AMA classes of Novice, Amateur and Expert with respective 25, 35 and 50 lap finals deciding the winners of each of the classes. The length of the finals involved should prove very attractive to the rock hopping clientele as the distance would more than alleviate the advantages of the hot little "TT" rigs.

In this area we hear so much about the L.A. hot shoes, but they always seem to run in the dust down here. Let us settle once and for all the question of just who are the lightweight "hotshoes" in southern California. The adjacent states I am certain would also contribute greatly to the occasion. It would be a Saturday and Sunday type affair with practice (NO EXCUSES) all day Saturday and the races the next day.

The track we are using, Mesa Speedway, is in excellent condition and it would be a perfect test of speed, skill, and most certainly stamina. Our next club meeting is sometime the end of this month and at our last club meeting we decided that perhaps a letter to your paper stating our intentions would draw some attention and comment. The reaction will determine our final decision.

Now is the time for all of the long neglected 100cc riders to speak out on their own behalf for the benefit of what will probably be an annual affair for this fascinating little class. All I am asking for is a post card from any interested lightweight rider with the statement that he is interested written upon it along with his return address. Address to The Experts M.C., 215 Paden Dr., Spring Valley, Calif.

EARL E. ROLOFF, Pres.
The Experts M.C.
Spring Valley, Calif.

OPEN LETTER TO THE AMA

This letter is being written in regard to the AMA competition bulletin I have just received entitled "Use of Brakes", in which you state that compression releases on two-strokes are hereby declared illegal. I wish to protest this decision and the way that this decision was made.

To begin with a two-stroke is unsafe without a compression release. Whereas a four-stroke relies on its compression to slow down in a corner, the two-stroke has none. Due to the design and basic principles of a two-stroke engine, when you shut off to slow down for a corner, you obtain an increase in speed, not a decrease. The only method of slowing down the forward motion of a two-stroke is with the use of a compression device.

On a half-mile dirt track, most riders do not use the compression release as a braking device, but as a safety feature in case of a four-stroke slowing down in front of them unexpectedly. In such a case the compression release would be the only way of avoiding a collision. On a short track a two-stroke would be totally unsafe without a compression release. There is no way of shutting off in time for the corner on a short track, unless you have this compression release.

I argue that the compression release is a safety device and that a two-stroke motorcycle set up for competition is totally unsafe without one. Therefore if you outlaw the use of the compression release in professional competition, you might as well declare the two-stroke motorcycle unsafe and outlaw it at the same time.

I have talked with many of the other riders, and most of them feel the same as I do. The two-stroke riders do not like the idea of having no chance of slowing down in case of an accident or other emergency in front of them. The four-stroke riders do not like the idea of being on the track with a motorcycle that does nothing but pick up speed when you shut off the throttle.

I would also like to disagree with the way this ruling was passed. How much say did the riders have in making this decision? I know that I was not asked my opinion and I know of no other riders that were. We are the ones that have to ride these motorcycles and risk our lives on the race track. If the AMA is supposed to be an organization for the riders and in the interest of safety, then there is a serious deficiency in your operating procedures. You don't have to ride these motorcycles, so what right do you have to say what is right and wrong with them, without first consulting a majority of the riders? Many of the riders, myself definitely included, have disagreed with the decisions and actions of the AMA for quite a while, but until now it has been tolerated. I feel that this decision and all decisions concerning professional competition should be put to a vote of all the riders and the decision based on the opinion of the majority. I think that the results should be published with the names and numbers of the riders voting and the way they voted. This is supposed to be a democratic society that we are living in, and the AMA is supposedly a democratic organization. I have yet to see the AMA do one thing that has not been dictatorial.

I will be attending the next race, with compression release installed and I do not intend to ride without it. I hope all other riders will do the same. If the AMA can be made to understand that the riders do NOT agree with their decisions and methods of running races, then professional racing will be one hundred per cent better for all those involved.

PAT WILSON
Novice 91c

("Other riders and interested parties are invited to write the AMA, P.O. Box 231, Worthington, Ohio 43085, expressing their views on the compression release controversy.")

IT WAS SOMEBODY ELSE

I am writing you concerning the results of the moto-cross held June 9 at Saddleback.

I was entered in the 100cc Novice Class, and appreciate your confidence in my riding ability, as was listed as finishing in sixth place, gaining 400 points. However, I regret to say I was unable to attend the race; so, in all honesty, must forfeit the points.

I am a member of a newly formed club, dedicated to good sportsmanship in competition, and feel I should let you know of this error.

Here's hoping next time, when actually competing, I can place as high as in this past one.

RONNIE D. "ENDO" LEACH
Treasurer, Swinging Arms Desert MC
Whittier, Calif.

CHECK ONE ONLY

Regarding the text or lack of it by Maureen Lee on the Viewfinders Grand Prix:

The truth is?

1. Maureen Lee does not like sidehacks
2. Maureen Lee does not understand sidehacks.
3. Maureen Lee is mesmerized by Powder Puffs and Trail bikes.
4. All of the above.
5. None of the above.

Check one only.

SIDEHACK ENTHUSIAST
Los Angeles, Cal.

("We asked Maureen Lee's opinion and she replied, "Maureen checks number 5. To the rest 'baloney,' and you guys know it!'")

NEW BARNETT CLUTCH PLATE

The Barnett Tool and Engineering Company announces new additions to its extensive clutch plate kit line. To round out their Hodaka coverage, which so far has consisted of a kit for the 90cc model, they are now listing the 100 Model kit with 4 aluminum alloy, corprene bonded clutch plates.

Also new in the Barnett list is the Husqvarna clutch kit, including 5 aluminum alloy corprene bonded clutch plates. On the way – although availability date has not been set – is a kit for the Kawasaki 350 to be added to the present Barnett Kawasaki 120 kit. Barnett, as always, sells only through dealers.

Legislative Notebook

By Barbara Adams Dahms

There are those who say "motorcycle people never stick together." I think there is some truth in this, and a very good reason for it. Motorcycle people are independent people. A liking for doing things your own way in your own time is one of the reasons people ride cycles.

But this is not saying "motorcycle people can't stick together...if there is good reason to." We have already proved this in the helmet hassle. And we're going to be proving it more and more because there are a lot of good reasons ahead.

Whatever they tell us in theory about our "democracy" and majority rule and such, in practice, government in our country is by special-interest groups. It is a constantly shifting multi-party system, not constructed as political parties but as temporary arrangements of people who want to see a certain thing done. I wouldn't begin to say whether this is a desirable or undesirable form of government, it is simply what is here. And the first step in the accomplishment of certain goals is to get together with others who desire the same goals.

Goals To Achieve

Motorcycle people have a lot of goals to achieve. The first major one was a rather negative one, the prevention of regulation in apparel. But there are many positive ones. Some of them concern our dirt-riding rights, the acquisition of more riding area and, the protection of what we already have... Some of them concern the right to training facilities, in the public schools. Some of them concern the consideration of the motorcycle in traffic engineering. Some concern the protection of the motorcycle from arbitrary restrictions and enforcement. You can probably think of as many more.

We have to stick together to achieve them. When we speak in the legislature we speak a united voice. Whatever benefits one of us, benefits all of us. We have seen that is works already. It will continue to work as long as we continue to believe it.

PHOTOGRAPHERS LOOK!

The Triumph Corporation announces that they are accepting entries for the 1968 Triumph Photo Contest. Photo/cycle enthusiasts – both amateur and professional – are invited to enter photos featuring Triumph motorcycles in the annual contest. Black and white as well as color entries will be welcomed.

Professional and amateur photographers will compete in two separate contests for cash prizes of $50.00 for first place, $35.00 for second and $25.00 for third place. There will also be several honorable mention awards of $10.00 each.

All photos entered will become the property of The Triumph Corporation and cannot be returned. If they are used for publicity purposes, a fee will be paid to the photographer. The contest closes September 15, 1968.

Entries should be sent to: Photo Contest, The Triumph Corporation, Towson, Baltimore, Maryland 21204.

ASCOT

ASCOT LOOT TO LACHER

Story by Carol Sims

Photos by Dennis Greene, Bill Pettigrew & Len Fallscheer

For the last two Friday nights at Ascot Park, June 7 and 14, Mel Lacher and his Harley-Davidson have won the Trophy Dash and the Expert Main Event. This gives the San Diego star three 15-lap half-mile feature victories in a row, but they didn't come easy.

In each instance he was hassled by point leader DeWayne Keeter and Chuck Jones, both BSA-mounted, before shaking off the opposition and sailing on to the checker. Two weeks ago Keeter was runnerup after Jim Nicholson (BSA) unloaded in spectacular fashion while running third to Jones, whose bike blew shortly. Last Friday Jones and Keeter ran 2-3, following a restart when early leader Shorty Seabourne (BSA) crashed on lap six and his machine was struck by Triumph-mounted Pat Gosch. Fortunately, both men escaped with bruises.

Whittling The Field

Several Expert Main Eventers were conspicuous by their absence at the June 14 race. Albert Gunter, riding Shell Thuet's Royal Enfield, made only three practice laps before the engine expired and he was out for the night. Jim Nicholson will be out for a longer period of time. He reported June 11 to do the deed for Uncle Sam and is currently at Fort Ord, as is Expert #10x Johnny Isaacs. Nicholson, who only had two weeks aboard the potent C.R. Axtell BSA, was disappointed indeed at leaving such a good ride, and Axtell has decided to park the machine rather than find another pilot.

Harms, Rockwood Amateur Aces

Swapping Amateur Main Event victories the past two weeks were Don Harms (H-D) and point leader Tom Rockwood (Triumph). On June 7 Harms turned back Rockwood with Geezer Emick (BSA) running third. The following week Rockwood and Harms ran 1-2 ahead of BSA-mounted Rick Elisararras. Emick's heat race time was quick enough to put him in the Expert Trophy Dash, but he went out of the Main with mechanical woes.

A multi-rider north turn accident sent Amateur #25x Mike Norton to the hospital two weeks ago where, until recently, he was listed in "poor" condition with head injuries. Although still semi-conscious, the outlook is now considerably brighter and he continues to show improvement.

Another hospitalized rider, Novice Larry Mane, has been removed from intensive care and is making rapid progress toward recovery.

More Mashburn

Novice point leader Keith Mashburn (Yamaha) continues his winning ways, taking the last two green-plate Main Events and increasing both his Ascot and National point lead.

Second to Keith on June 7 was Dave Stroman (H-D), ahead of Don Dudek and Bob Fulton, both on Yamahas.

The most agressive ride turned in the following week was that of Terry Donaher, mounted on Al Gosley's Kawasaki. Coming from a 9th place start, Donaher was 5th on lap one, 4th on the third time around, 3rd by lap six, and, making a now-or-never last lap effort, swooped by Stroman for second spot at the finish.

(Results on page 20)

Mighty Mel Lacher, the pride of San Diego, has tooled his Harley-Davidson to three straight Main Event victories at Gardena, Calif.'s Ascot Park. He's rapidly closing the gap on point leader DeWayne Keeter.

Terry Donaher (201) gave Novice winner Keith Mashburn a real run for it last Friday, Kawasaki-mounted. He worked through the pack to a fast-closing 2nd.

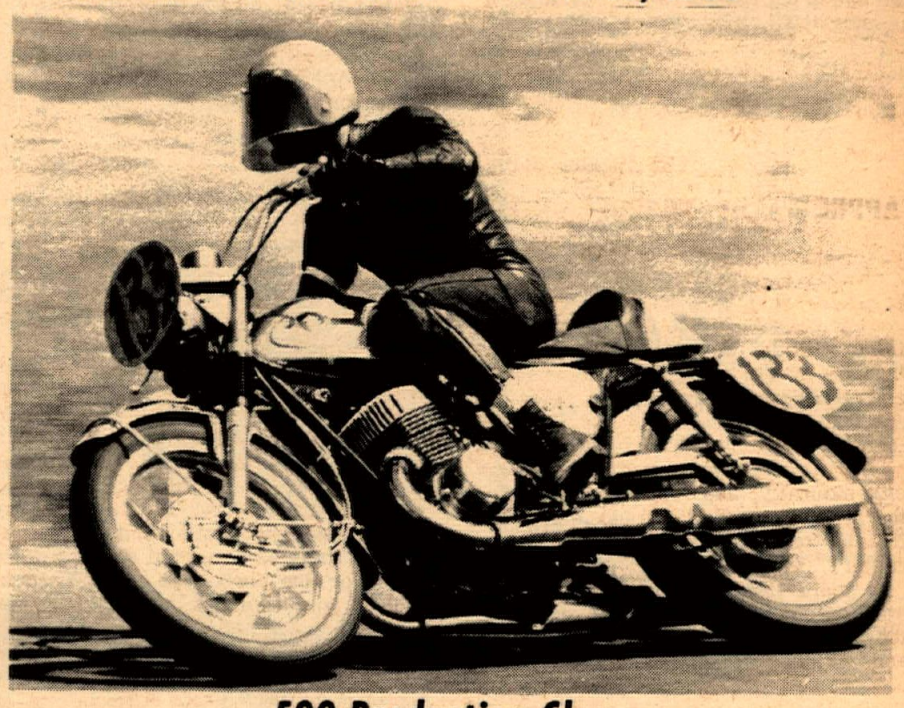
Cornerful of aggressive Novices—#139 Dave Stroman (H-D), #162 Randy Smith (Suzuki), #170 Bob Fulton (Yamaha), #101 Keith Mashburn (Yamaha), #201 Terry Donaher (Kawasaki) and #115 Dave Aldana (BSA).

Suzuki makes it! VICTORY!

SUZUKI

U.S. Suzuki Motor Corp.
13767 Freeway Drive
Santa Fe Springs, Calif.

VACA VALLEY RACEWAY JUNE 16, 1968



500 Production Class

1ST DAVE BURCHARDS - SUZUKI

Dave rides for Munroe Motors in San Francisco who own and tune the constant front running Suzuki which Dave rode to victory.

LIONS DRAG STRIP MAY 26, 1968 TOP STOCK CLASS

RON SOMMERS - SUZUKI

Ron Sommers rides for 3 Star Sportcycle and defeated machines of much larger displacement to set top time and top miles per hr. for the day.

Greeves
NICK NICHOLSON MOTORS
11629 Van Owen, No. Hollywood (213)
764-8674 — 20 Years Experience

YAMAHA
DT-1 250cc single
Available for
Immediate Delivery
INTERNATIONAL M/C
7233 Canoga Ave., Canoga Park
Phone (213) 346-3700

GET YOUR TRIUMPH POWER
CORONA M/C CENTER
620 N. Main at River Road
(Half-mile N. of Riverside Fwy.)
PHONE (714) 735-5600

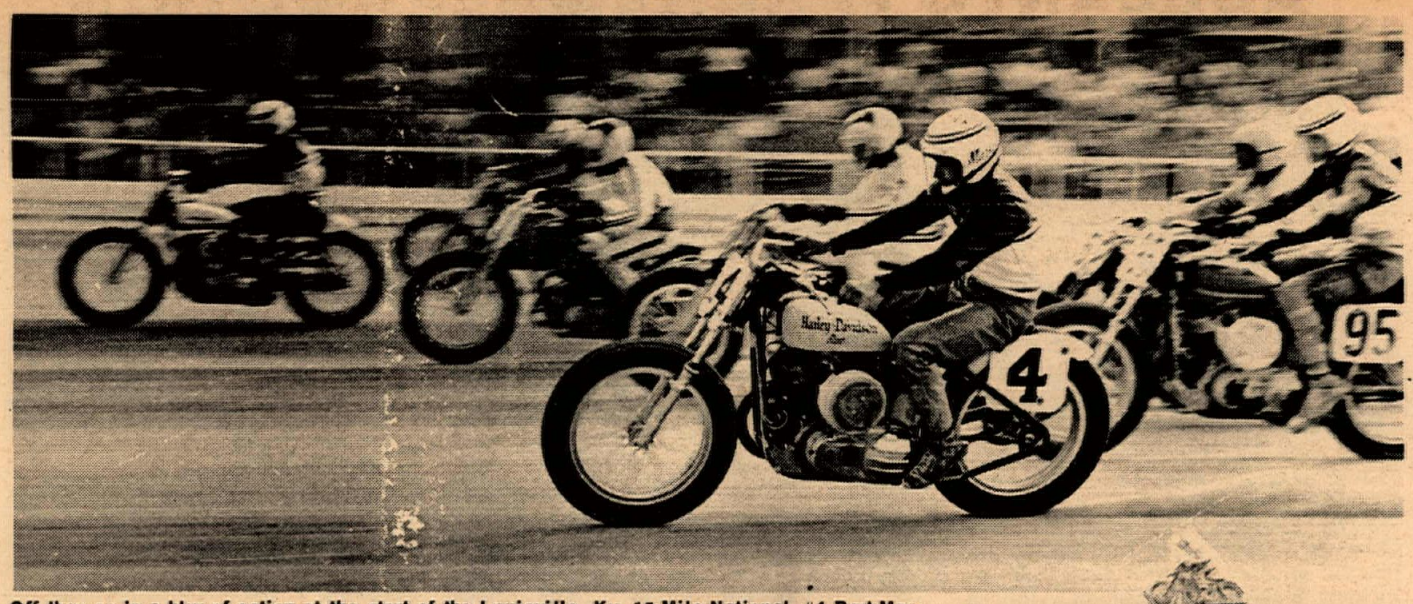
Montesa
MEN WHO KNOW MOTORCYCLES
RIDE MONTESA
Montesa
MOTORCYCLE OF INTERNATIONAL P

BOB GROSSI, young charging racer, chose Montesa because he really likes the expert handling and balance which keeps him a winner.
MOORE & SONS
21431 East Cliff Dr.
Santa Cruz, Calif.
VIVA
MONTESA MOTORS, INC.
Sole U.S. Distributor
3657 Beverly Boulevard
Los Angeles, California 90004

IN LANCASTER IT'S
YAMAHA
Don & Ray's Motorcycle Shop
1223 W.Ave. I, Lancaster, Calif.
(805) 942-9624

KAWASAKI
Headquarters
BEACH CITIES CYCLES
525 N. El Camino Real
San Clemente, California
(714) 492-6741

LOUISVILLE 15-MILE NATIONAL



Off they go in a blur of action at the start of the Louisville, Ky. 15-Mile National. #4 Bart Markel took the win ahead of #22 Dan Haaby (getting a good start at left), but it was a close one all the way.

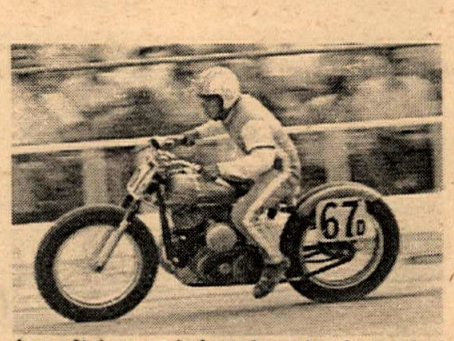
(Continued from page 1)

#22, Dan Haaby of Inglewood, California swapped positions with Markel three times, taking 1st place in the first lap and again in the 10th. He held this cherished spot for 9 laps, then lost it to Bart who rode to victory with Haaby breathing down his neck all the way. In the back straight it was hard to tell who was leading because both men wear identical leathers for the Harley-Davidson team. But Markel took home the $1,300 winner's purse.

Nixon, Rall Lapped

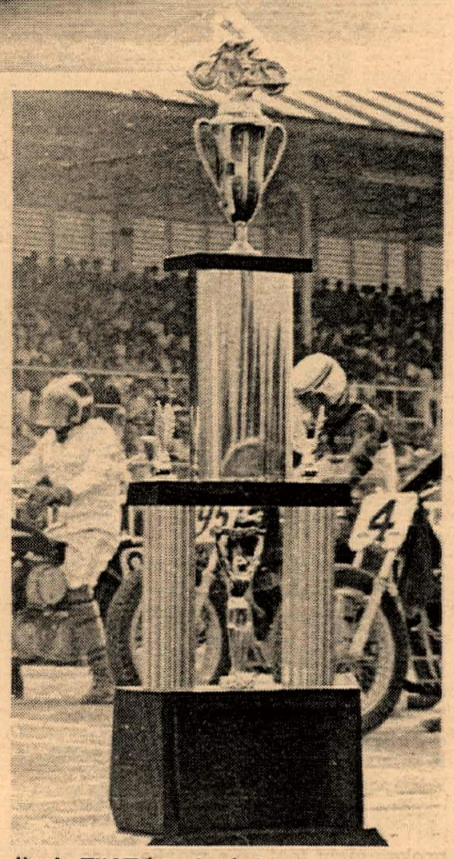
Both men had the almost incredible distinction of lapping the #1 plate, Gary Nixon, and Ronnie Rall, (#52) who beat Markel out of the 5-mile National at Livonia, Mich. last Sunday, June 2nd, finished dead last.

Dick (Buggsy) Mann, #2, made a terrific bid for third place which he dominated from the 20th to the 27th lap, but on lap 28 he had disappeared from the line-up with some unknown trouble. #20, Gene Romero from San Luis Obispo, Calif. then jumped into the third spot which he had fought for since the 8th lap. Mann's drop-out also let #38, Chuck Palmgren drive his Triumph into fourth place to collect 26 National points.



Jerry Stokes (67d) from Augusta, Ga. stoked his Harley to Amateur heat race win, wound up 5th in the final.

Winner of the Amateur feature event was #40f Larry Darr of Mansfield, Ohio. Darr's time was 3 seconds faster than Earl Lout's old record.



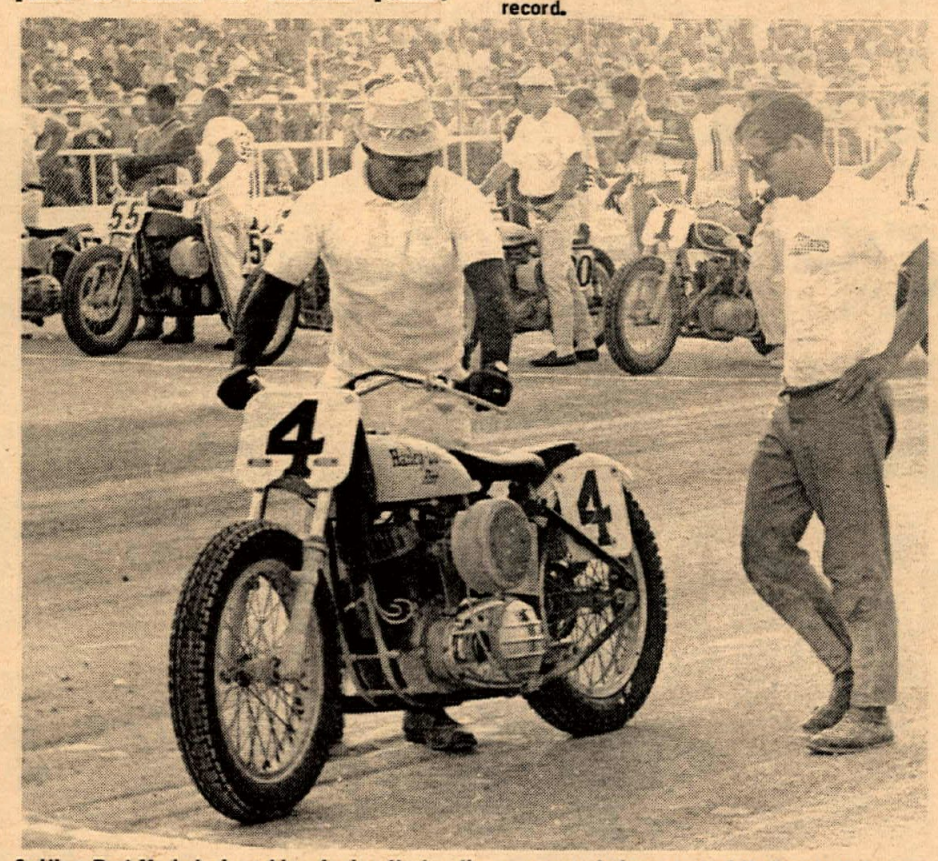
How's THAT for a trophy?

Markel's win, about 3 seconds faster than his last year's record, give him a total of 202 points to lead Cal Rayborn's 159 markers. Rayborn finished 6th at Louisville.

Unhappy Spectators

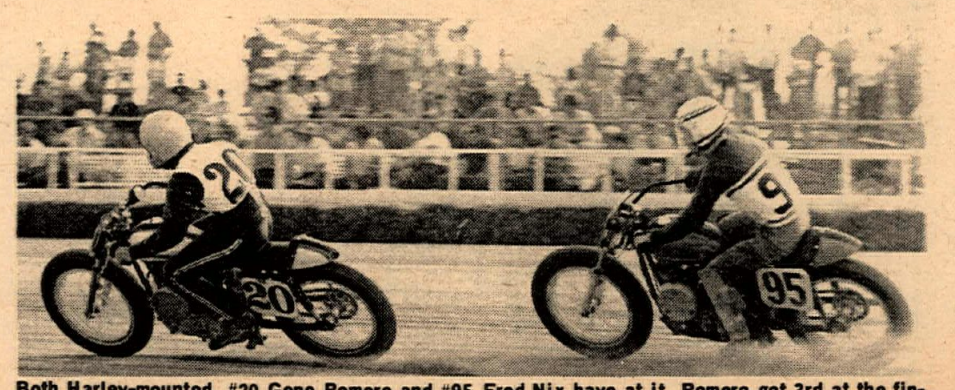
Off the track there were other unpleasantries experienced by nearly everyone in attendance, including the press. Several complaints were issued by the poor people who had sent in their hard-earned money to sit in the air-conditioned section. The air-conditioning did not work. One person in this section was a refrigeration and air-conditioning specialist and he offered the benefit of his twenty years experience GRATIS but the promoter didn't seem very interested because when these sweltering people went to talk to him, all they found was the promoter sprinting across the parking lot. They speculated that he was on the way to the night-depository with their money. These people, from the Square Wheels MC of Marion, Ohio who had sent $120.00 for their seats, and the Mansfield MC, Mansfield, Ohio who had sent $70.00 for their reserved and air-conditioned seats, promised to write letters to this paper expressing their views. Some of their views include moving the 15-mile National to some other location. The riders probably would be in favor of that suggestion because of the tremendous beating that the men and machines receive from the loose gravel on the horse track. (After all, it is supposed to be DIRT track racing, isn't it?)

(Results on page 20)



Smiling Bart Markel gives his winning Harley the once-over before start of National. He's now leading in points, and with many more dirt events upcoming, has a good chance of regaining the big No. 1

HARLEY-DAVIDSON
Of Long Beach
3654 No. Long Beach Blvd. 426-7101



Both Harley-mounted, #20 Gene Romero and #95 Fred Nix have at it. Romero got 3rd at the finish, Nix wound up 5th behind Triumph rider Chuck Palmgren.

ADELANTO TT SCRAMBLES ACTION

Freddy Edwards (Yam.) leads pack of 100cc Expert riders after start only to fall and quit for the day. Gary Scott took over to copp the number one position!

Story and Photos by Len Fallscheer

With perfect riding weather (thanks to a few sun-blocking clouds) The Desert Phantoms, from George Air Force Base in nearby Victorville, Calif., held another AMA TT Scrambles point run at Adelanto, Cal. on June 9 with great success.

A turnout of 93 entries was sufficient to run motos in all classes except the 100cc Novice class where heat races and a Main Event were needed.

In the first moto of the 50cc event, Steve Nichols (second in current lightweight point standings in Dist. 37) fell on the second lap of the first race suffering a bruised shoulder and, needless to say, a jolt to his ego. Ironically, the leader of the Dist. 37 lightweights, Fred Edwards, had his troubles too. While leading the first moto in the 250cc Expert class, Fred caught his recently broken right foot on a marker tire at the side of the track. After regaining control of his Yamaha, he went on to win the race, but his troubles had only begun.

100cc Expert winner Gary Scott maneuvering his trusty Honda through mid course turn!
Bottom: 50cc pilots race on to Adelanto TT brass.

Flying high and looking in great form, Ben Fakkeldy soars his Triumph over Adelanto jump and on to Open class win.

That's enough for the day, as Freddy Edwards (Yam.) decides to call it quits.

At the turn at the end of the runout after the finish line, unable to support his bike in the soft sand, he fell, this time injuring his right knee. In the second moto of the 100cc Expert, unable to use his injured foot in the corner after the jump, he fell again, this time convinced to quit for the day. Gary Scott went on to win the 100cc class.

The Powder Puff event developed into an unusually close race between Sandy Lambert and Diane Connally, both on Hodakas, with Sandy the final winner.

Eric Olesen, riding Steve Scott's Bultaco Bandido, held a consistent lead to win all three 500cc Amateur/Expert motos in excellent form. The combined Amateur/Expert Open Class event ended with Triumph-mounted Ben Fakkeldy the winner, followed by Terry Moriarty, also on a Triumph. The three motos in this class were very unusual in that the finishing order of each race had no resemblance to the order in either of the other two. John Rice rode the Open Class on a borrowed bike after discovering a broken fuel petcock on his Honda.

Even with the assorted individual troubles throughout the day, the event ended well, and we'll look forward to another excellent race at Adelanto by the Desert Phantoms of George A.F.B.

(Results Next Week)

SALES • SERVICE
PARTS • (DEPT. CN)
BSA When you need NEW wheels!
INSURANCE AVAILABLE
100% OR UP TO 36 MOS. FIN.
COMPLETE CYCLE MACHINE SHOP
LAWNDALE CYCLE
15324 Hawthorne
Lawndale, Calif
676-0161 SP2-1822

THE TWO-WHEELER
TRIUMPH 68
Ready For Immediate Delivery!
867 W. Colton Ave. San Bernardino, Cal.
(714) TU 5-3445

FOR FAST SERVICE WHEN ANSWERING WANT ADS - SAY YOU SAW IT IN CYCLE NEWS

TRIUMPH
#1 for 68
AT
HARRY FOSTER M/C
Complete Line
full warranty on parts & labor on all models
EXPERT SERVICE
Parts & Accessories
We can handle all your machine shop needs
Open 9:00–6:30 daily 9:00–9:00 on Thurs. Closed Sun. & Mon.
10425 S. VERMONT
3 blocks off the Harbor Fwy.
754-2811

SAVE on USED HONDA PARTS
Phone TE 4-0558
Wilmington Discount Cycle Center
1505 Avalon, Wilmington, Calif.

GET MORE SHCAS WITH SACHS
THE BOONDOCKER
It's Pure Sachs Now available at
McLAUGHLIN MOTORS
2422 E. Huntington Dr. Duarte, Calif.
Phone (213) 359-4548

SAVE UP TO 50%
THREE MILLION USED M/C PARTS
WE PAY CASH FOR USED PARTS— ALL MAKES
WE SHIP ANYWHERE.
WRITE OR CALL FOR OUR PROMPT SERVICE —
MOTORCYCLE SALVAGE
835 W. FOOTHILL BLVD.
AZUSA, CALIFORNIA
PHONE: (213) 334-5912

A.H.R.A. SPRING NATIONAL DRAG CHAMPIONSHIPS

(Continued from page 1)

In the top gas contention, Sonny Routt turned his twin engine, 90-inch total displacement Triumph over to the Rebel Larry Welch who rode the machine to a victory time of 10.79 seconds, at a speed of 133.33 miles per hour.

Top Fuel

For a first time in events of National standing, class racing was considered a punishment rather than an honor in the fuel catagory.

In baseball if you don't play the game right you're sent to the showers. In the Spring National Drag Racing Championships if you didn't make the top four qualifying spots you were sent to class eliminations.

Six of the fuel burners vied for a spot in the coveted four top eliminator spots: four "big inch" Harleys, one 45-inch Triumph and a single Honda entry.

When the two days of a three-day event had passed, qualifying was locked up with three Harleys and one Triumph in contention.

Bob Barker held the number one spot with a 10.14 second elapsed time. Larry Nance, the current A.H.R.A. AFB record holder, had his magnesium-framed Harley in second qualifying position with a 10.15 second time. Third spot was held by Sonny Routt's 45-inch Triumph at 10.28 seconds and the "bump" or number four spot was occupied by a Harley-Davidson entered by Danny Johnson at 10.68 seconds.

Of the six attempted qualifiers the Honda was never a threat to any of the top four, but number five, Rusty Quesenberry's brand new 74-incher, came within one and four-tenths of a second of bumping Johnson into class eliminations. Quesenberry clocked a best run of 10.82 seconds and then blew a piston, cylinder and rod, which eliminated the threat of bumping Johnson.

Sunday morning, June 9, was "E" or elimination day and the Bristol Raceway gates opened at 8:00 a.m. with bike eliminations scheduled for 9:00 a.m. When the scheduled hour arrived only three of the contenders were staged for racing. Danny Johnson and his Harley-Davidson were nowhere to be found. A call was placed to the motel he and his crew occupied and it was found that they were all buried beneath blankets and pillows as though they wished the day would never come. A promise was made that they would be right out and races were held up until they arrived. On the previous day, Johnson had burned out a clutch and was to change it Sunday morning. When they did finally arrive at the strip, Johnson decided it was too much work to change the unit and after holding eliminations for his convenience for more than an hour, the races went on without him and his Harley-Davidson.

The three contenders, Routt, Nance and Barker flipped coins for a gamblers' elimination and Larry Nance held the lucky odd coin that placed him at the sideline while Routt's Triumph and Barker's Harley staged for the quarter-mile battle.

Bob Barker put Sonny away from the chance at top eliminator without too much ado and then returned to do battle with Larry Nance's A.H.R.A. record-holding fueler. One-hundredth of a second was all the time separating the two contenders in qualifying, and in eliminations it could be any man or machine's title. Both fired easily, staged for this final round and watched the progressive countdown in yellow lights.

A Red Light! It looked as though they were out of the gate together but Nance must have left a shade too soon and Bob Barker secured top fuel victory at 10.31 seconds and 144 miles per hour. Nance saw the red bulb in his lane and shut off to coast through the traps without a time or speed in this final race.

The purse for top fuel winner, in parts and parcels, totaled $325.00 not including gift awards. Bristol Raceway gave $125.00 to the winner and other contributions for top fuel bike were from: Champion plugs $100.00; STP $75.00; Cycle World $25.00; one Mini-bike from Bonanza; Custom Leathers from A.B.C. of South Gate; helmet from Safetech of Paramount; Chain Clean and Lube from Petro-Chem of Santa Fe Springs.

Nance, top fuel runner-up received $50.00 from Bristol and $25.00 from STP. North American Imports provided an Alloy wheel for this defeated Harley racer.

Competition Eliminator

After it was all over and the awards had been presented, C. Candler was sitting beside his trailered Norton and had his arms locked about the gas tank in an emotional embrace. His eyes were glazed and words tumbled from his lips that could be deciphered into repeated sentences of, "It can't be real, this is a dream. Someone's going to come and take it all away from me!"

This was Candler's first race outing and in the three short days he grew from street rider to Champion.

Candler's first competition was for a class title and he defeated a BSA that was entered by Allen Christian of Kingsport, Tennessee. After that it was the handicap, and one by one, six contenders were put down until only one remained against the Norton.

Buddy Boggs of Alexander, Va. had raced against two class contenders for trophy gold on his 72-inch Harley-Davidson and won those events with only the slightest threat. Buddy's best elapsed time for the quarter mile was 13.94 and his speed showed 101.80.

Candler had a superior elapsed time but was short in the not-important miles per hour. His tickets read a best of 13.36 - 98.08.

Goodness, gracious, another red light! Yep, in the final round Candler and Boggs were all staged and when the moment of truth in consistent acceleration arrived, Boggs drew the red and Candler took the win automatically. The Competition eliminator went home with $100.00 from Bristol, $75.00 by STP and $25.00 from Cycle World. To make the pot heavier he also won the Chain Lube and Klean by Petrochem, a Van Tech Frame from Grant Industries of L.A., helmet from Safetech and a tachometer from Pydex Co. of L.A.

Buddy Boggs, the runner-up, received $35.00 from Bristol, $25.00 from STP and another electronic tach from Pydex.

Top Gas

Only two entries for top gas made it conclusive that a top and runner-up race were pretty secure.

Larry Welch was riding a twin-engine Triumph built and owned by Sonny Routt. Sonny's custom 45-inch Triumph barrels, and going under the trade name "Webcor" gave the twin-engine machine a total displacement of 90 inches (or more, since the barrels are available in up to 48 inches per engine). The big double clocked a best elapsed time of 10.79 seconds which is below its current A.H.R.A. record, but broke in a new miles per hour figure of 134.00 miles per hour that is now the present record for A gas bike.

His (Welch's) competition was a little 350cc Yamaha gasser that set a new A.H.R.A. record for its class, "DGOB", of 13.89–93.75 miles per hour. Its owner is Earl Harrington of Roanoke, Va. The top gas racing was planned to be a four spot, top eliminator bumping process, but the simple two engines took away the lustre of heads-up competition. As a result the Yamaha was given a two-second handicap by the lights and Larry Welch cooled another half-second at the lights waiting to be sure there would be no red light on his side. When he did pop the clutch and accelerate in hot pursuit, all the race stand spectators lurched to their feet and watched the big double catch, pass and defeat the Yamaha in Top Gas eliminations. Larry Welch rode the double Triumph to an elapsed time of 10.79 seconds at the speed of 133.33 miles per hour.

Awards for the top gas bike were: $80.00 from Bristol, $75.00 from STP, a helmet from Safetech, $25.00 from Cycle World, Chain Klean and Lube from Petrochem.

The runner-up received $30.00 from Bristol, $25.00 from STP and an alloy wheel from North American Imports.

Records

Seven new records were established on the A.H.R.A. books at these Spring Nationals. They are all in the results. Yamaha secured three, Triumph two, Bridgestone one and Honda one.

Yamaha International gave each of these record holders a Yamaha team jacket and ten dollars in cash. They also awarded ten dollars in cash to each of four class winners.

The best miles per hour record was set by Sonny Routt's twin-engine gasser at 134 miles per hour. Best elapsed time record was by Corty Elder's Bridgestone at 13.38 seconds.

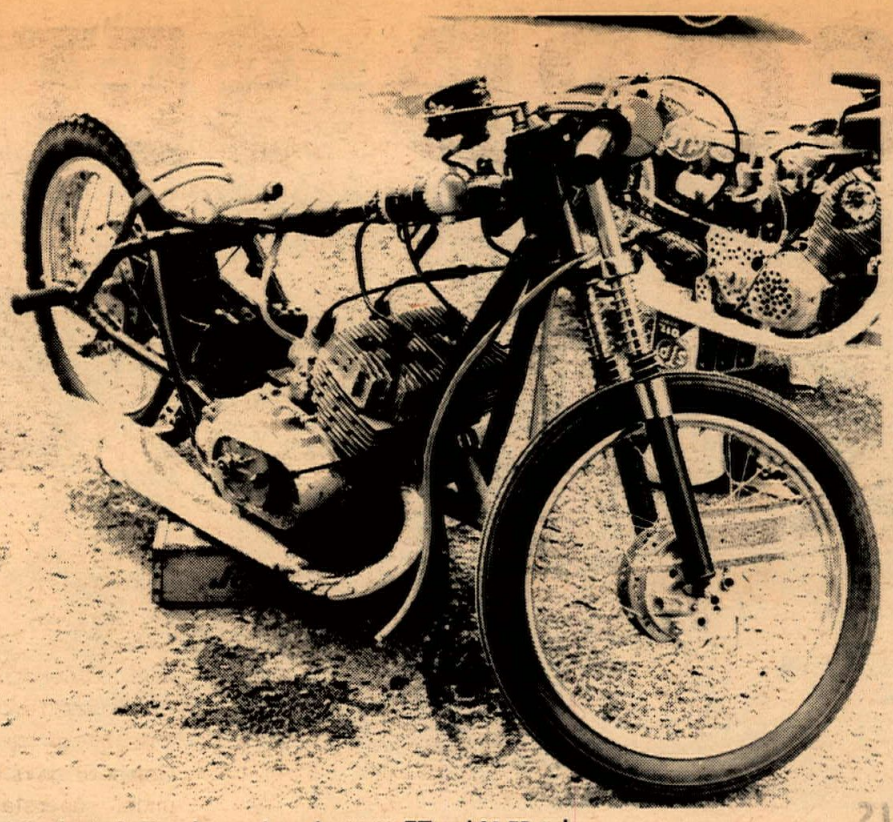
Summation

So there it was, 2560 miles from Los Angeles, Calif., Bristol, Tennessee, located in a beautiful canyon surrounded by echoing greenery that drew forth the drag strip's nickname of "Thunder Valley." A small field of competition, but the best in fuel bikes. Larry Nance's custom built magnesium framed Harley was the finest piece of machinery present. The frame weighs in at 7 lbs. and is all hand-finished alloy. Bob Barker's best elapsed time of 10.14 seconds was top E.T. of the three days.

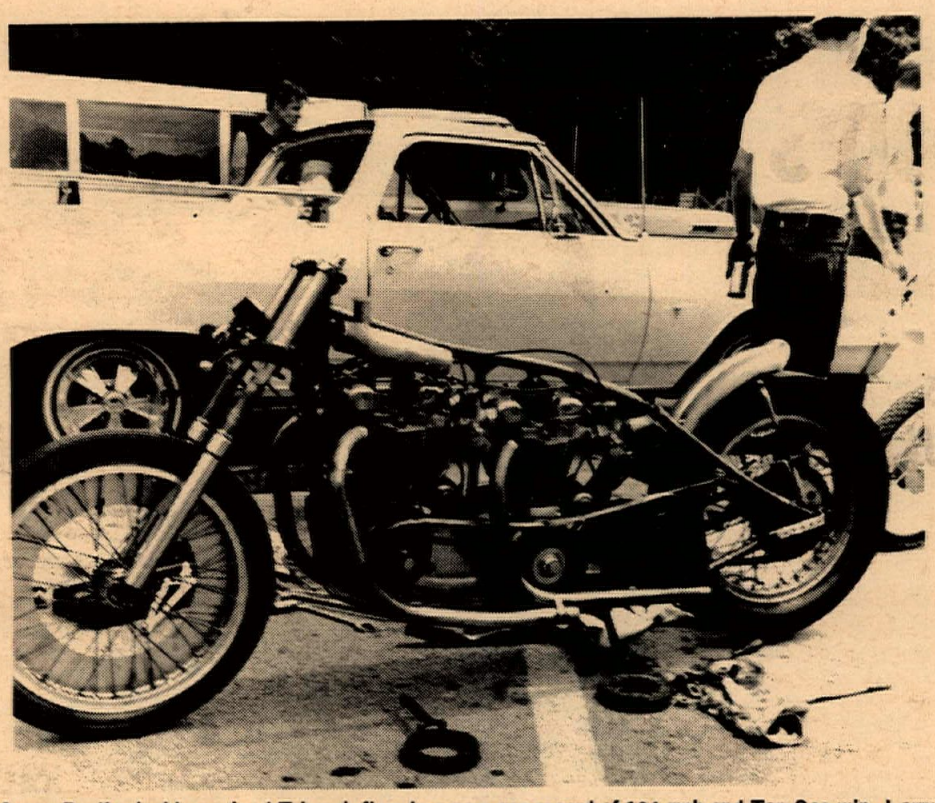
C. Candler not only won top competition eliminator but had the best E.T. of all stock and modified bikes. His time was 13.36 seconds. Top miles per hour for all stock of modifieds went to Buddy Boggs and his 72-inch Harley-Davidson at 101.80 mph.

Gas competition was nil, but the performance of Sonny Routt's Triumph would have put any entries down with as much ease as he and Larry did the Yamaha runner-up.

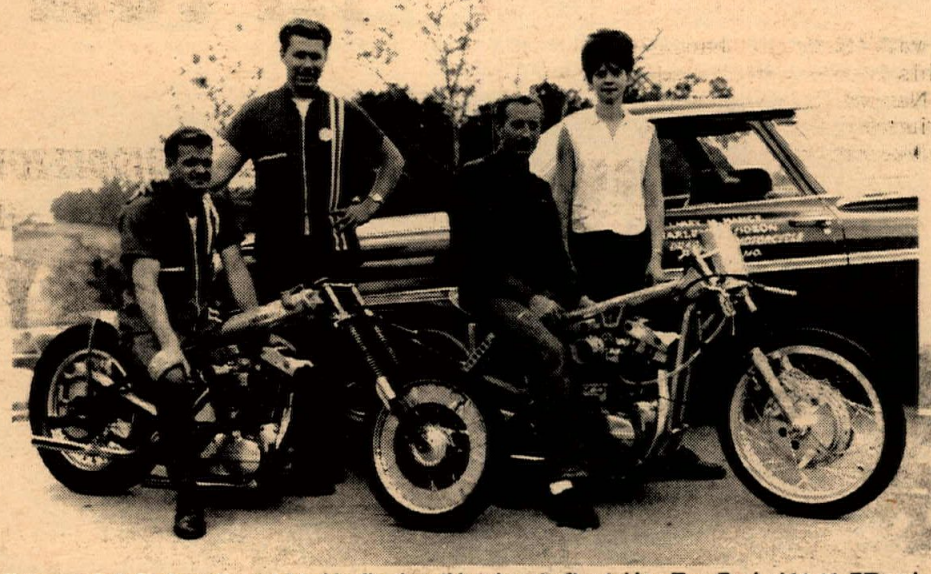
(Results on page 20)



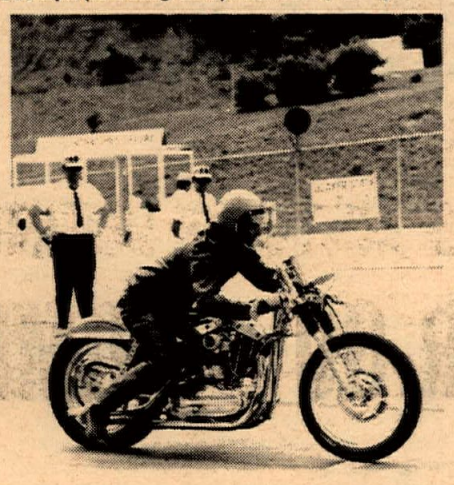
Earl Harrington's Yamaha 350 turned a 13.89 ET and 93.75 mph.



Sonny Routt's double engined Triumph flew to a new gas record of 134 mph and Top Gas win. Larry Welch piloted this big double.



H-D man Bob Barker sits astride his fire-breathing beast after taking Top Fuel at 10.31 ET and 144 mph (in background). Runner-up Larry Nance (H-D) in foreground.



Bob Quesenberry (H-D) got bumped for Top Fuel. Bob won class trophy!

RECORD SETTER

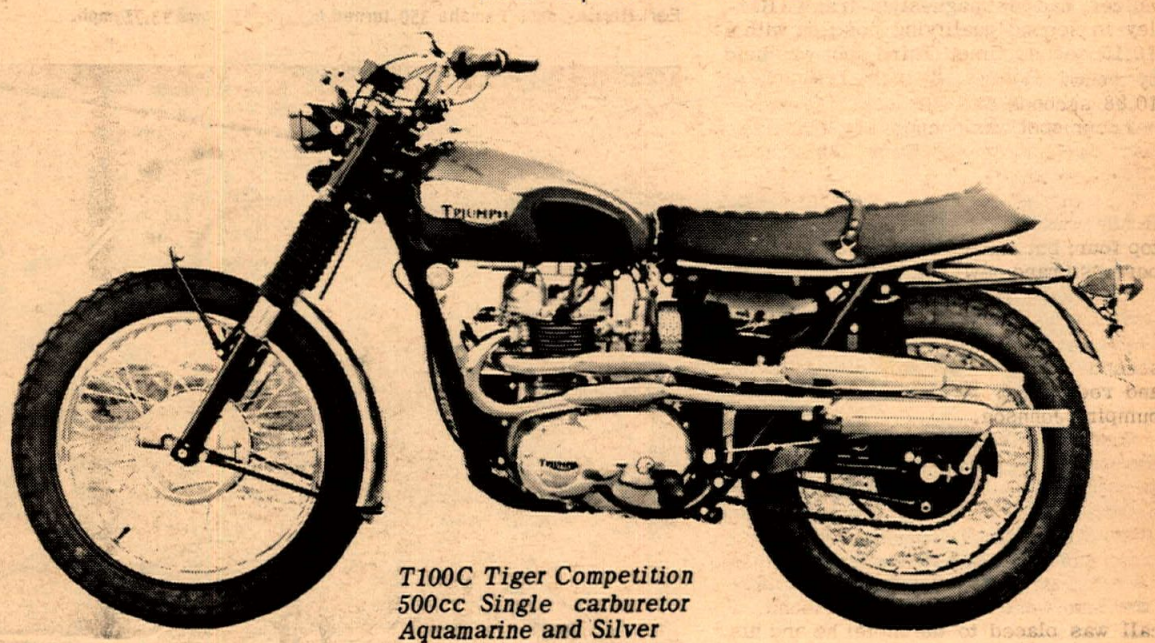
TRIUMPH 68

T100 C Competition brother of the famous Daytona, now a true dual purpose machine. A sassy road machine in "competition trim". Has twin upswept pipes. Detachable headlamp. A Champion in every detail, the Tiger Competition is the six-time Grand National Enduro Winner under superstar Bill Baird.

A.H.R.A. SPRING NATIONALS
BRISTOL, TENN.
JUNE 7,8,&9

NEW RECORDS

CMB CLASS
LARRY CAMPBELL-TRIUMPH
114.64 M.P.H.
A GAS CLASS and TOP GAS WINNER
SONNY ROUTT-TRIUMPH
134.00 M.PH.



T100C Tiger Competition
500cc Single carburetor
Aquamarine and Silver

ASCOT PARK-JUNE 14, 1968
HALF-MILE AMATEUR MAIN EVENT

1st TOM ROCKWOOD

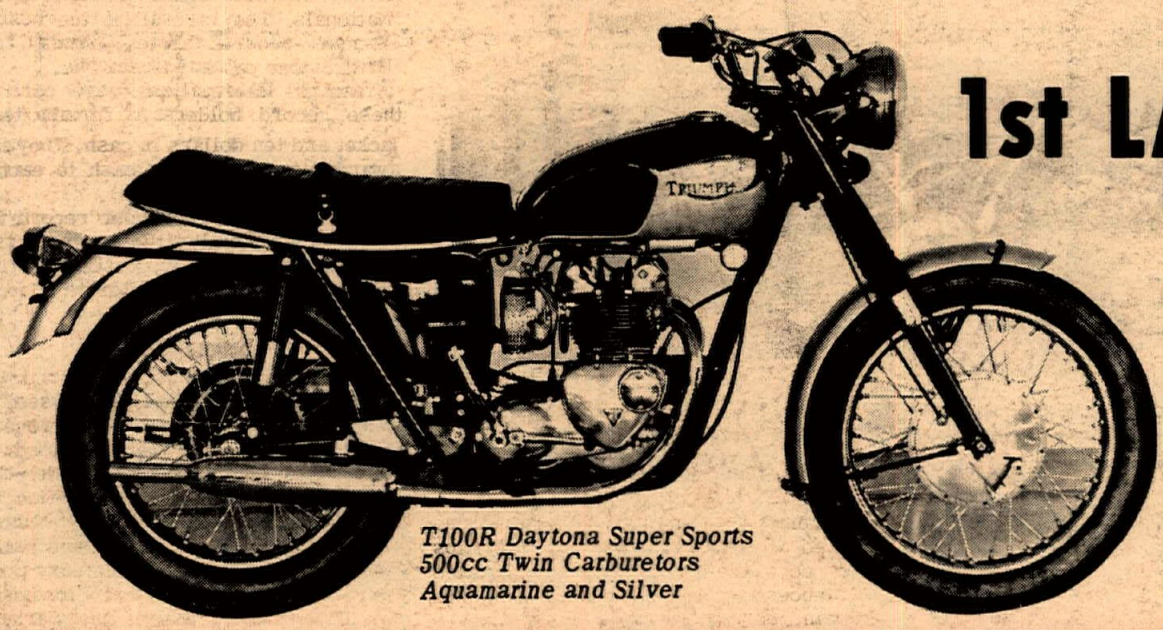
TRIUMPH T100R

T100R The motorcycle with 4 National Championships to it's credit in 1967. This is the one that carried Gary Nixon to the AMA Grand National Championship in 1967. Best of all, this fleet Triumph growls on command for any rider who can handle a bike with this much fight.

MIDDLETOWN, NEW YORK -JUNE 8, 1968
HALF-MILE EXPERT MAIN EVENT

1st LARRY PALMGREN

TRIUMPH T100R



T100R Daytona Super Sports
500cc Twin Carburetors
Aquamarine and Silver

SEE THESE TWO RED HOT MODELS AT YOUR TRIUMPH DEALER TODAY

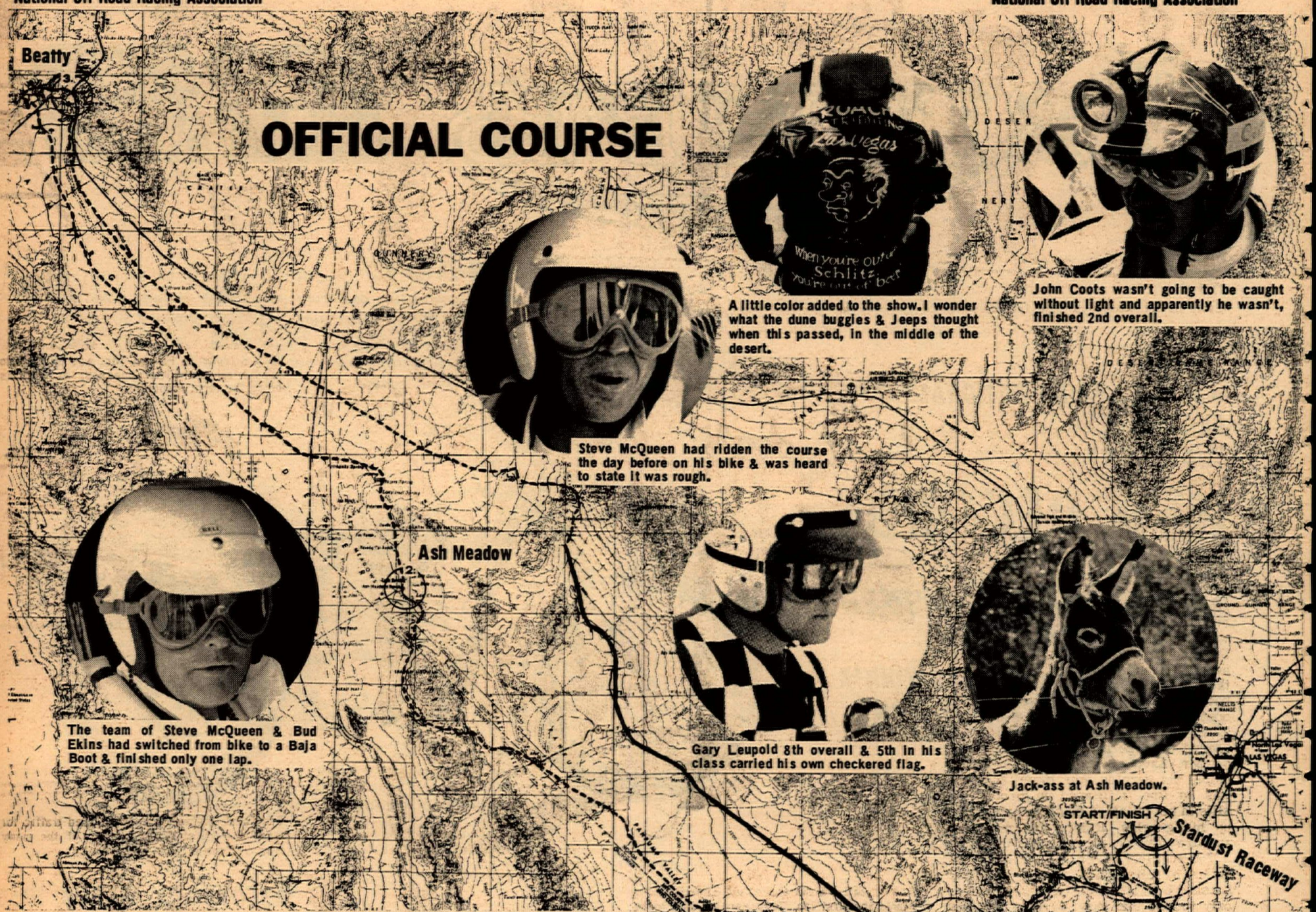
JOIN THE LEADER-GO TRIUMPH 68

Distributed in the west by
Johnson Motors, Inc.
P.O. Box 275, Duarte, Calif.

National Off Road Racing Association

STARDUST 7-11

National Off Road Racing Association



A little color added to the show. I wonder what the dune buggies & Jeeps thought when this passed, in the middle of the desert.

John Coots wasn't going to be caught without light and apparently he wasn't, finished 2nd overall.

Steve McQueen had ridden the course the day before on his bike & was heard to state it was rough.

The team of Steve McQueen & Bud Ekins had switched from bike to a Baja Boot & finished only one lap.

Gary Leupold 8th overall & 5th in his class carried his own checkered flag.

Jack-ass at Ash Meadow.

Jack Morgan was prepared for everything but a frame break. Which of course happened.

Continued From Page 1

The 350cc Honda this team rode was sponsored and set up for them by Long Beach Honda. They completed the 711 miles of rough terrain in 22 hours and 5 minutes. Bergquist finished the first loop of the race with Preston taking over for the second time around.

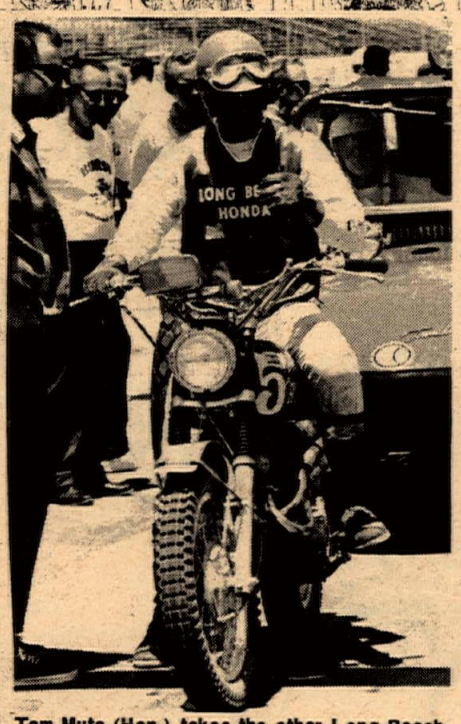
All vehicles were team racing, with an unfair advantage given to the four-wheel vehicles as they were allowed to change drivers at any gas or check point; however, the motorcycles were allowed only to change at the Stardust Raceway which was the half way mark at the end of the first loop. When we asked the NORRA office to explain this rule they did not know the reason and had received complaints from several of the motorcycle racers.

True, the motorcycles can move across the desert at a faster speed and with more ease, but is this reason enough to peanlize the riders? This rule disqualified the Montesa team of Eddie Mulder and Ronnie Nelson. Nelson took over the Montesa after Mulder had been taken out by the heat, went on to finish over 2/3rds of the first loop and was ready to finish the second loop when he was disqualified at the Raceway for changing riders other than at the half-way mark. This reporter saw the Jeeps and dune buggies make driver changes at the Ash Meadows check.

Bikes Best Overall

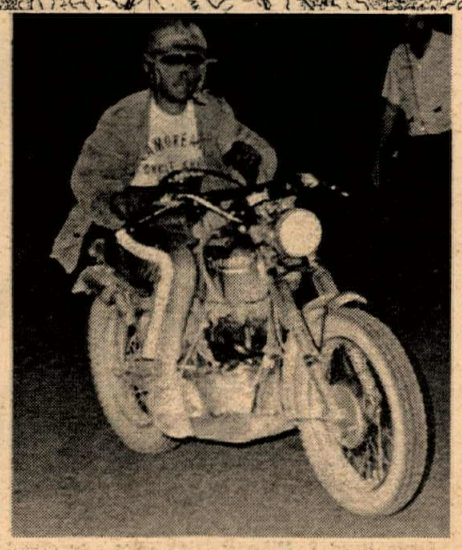
The first four overall places were taken by motorcycles. Dick Dean and John Coots on a Triumph sponsored by Robert Thomas of Sunland, Cal., took second overall in 23 hrs. and 53 minutes. Gary Conrad and Russ Darnell, Husqvarna mounted and sponsored by Med International of San Diego, Cal completed the run for third overall place in 26 hrs. and 13 minutes. Fourth overall was taken by Steve Hurd and Mike Patrick in 26 hrs. and 52 minutes on a Steve Hurd-sponsored Norton, the heaviest motorcycle entered in the event.

The course, which was over 355 miles of varied terrain, was marked and maps were supplied to the riders two weeks before the race. The first leg of the race from the Stardust Raceway to State Line is approximately 45 miles; the second leg from State Line to Ash Meadows is 85 miles. In the first and second legs of the event most of the vehicles that were destined not to finish were out, as this was the worst section. The third leg from Ash Meadows to Beatty is 65 miles with one of the worst sand pits most of the riders had ever seen. The fourth leg from Beatty to Goodsprings is 135 miles with 40 miles of paved road to bypass an impossible trail, known locally as the "rock piles". The fifth and last leg from Goodsprings back to the Raceway covers 25 miles.



Tom Muto (Hon.) takes the other Long Beach Honda team out for the first lap. Finished 14th overall & 6th in their class.

Kim Kimball of Montesa & DeWayne Keeter ready the Montesa for Eddie Mulder as he waits patiently.



Dick Dean brought the Triumph in after midnight to second place at the end of the first lap.

Eddie Mulder Montesa-mounted left the starting line giving the spectators a show by doing a wheelie just after this photo was taken.

Jack Krizman of Filtron, Inc. was on hand to supply all the Filters needed, as well as being the tech. inspector.

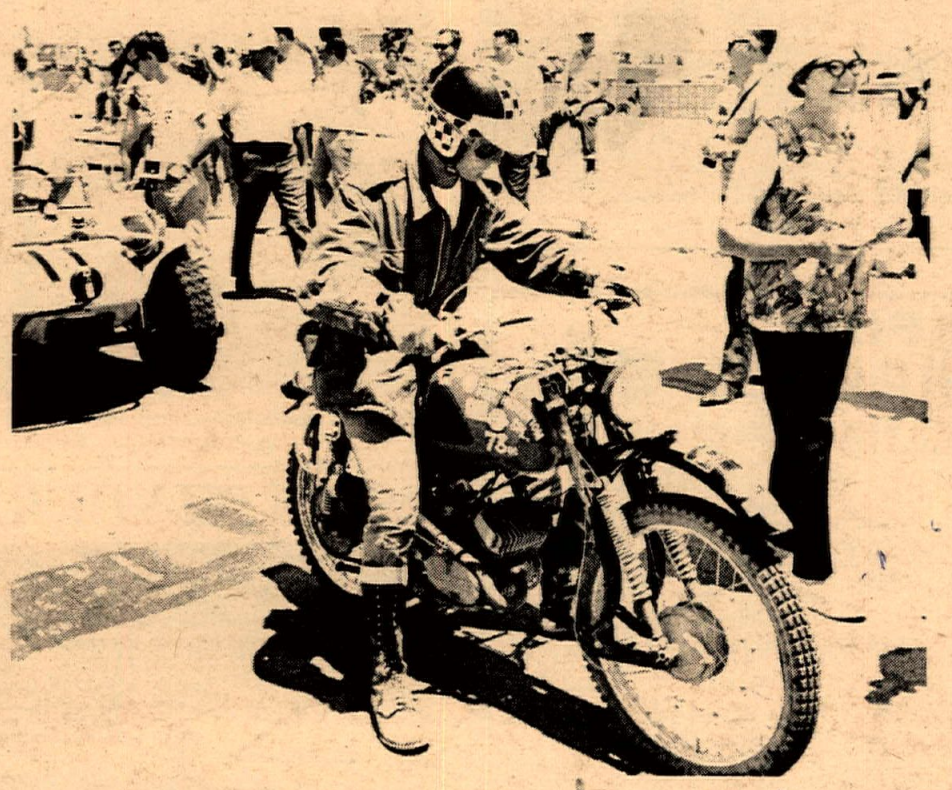
It Wasn't Easy

Motorcycles, even though they took the first four overall places, were not spared mechanical difficulties. Almost all had trouble with rear shocks and had to have them replaced at the end of the first loop. Heat and dirt did nothing for engines as many seized, including the team of Jack Morgan and Gary Bailey. Gary spent 30 hours at the Raceway waiting for word of Morgan who was battling the desert and never did complete the first loop. This was the case of many who never even got to ride as they were scheduled for the second loop and the machines just couldn't make it. The heat was bad enough but after a few of the vehicles has gone over the course it became 3 feet of the finest sand (and we don't mean good) you have ever seen. When you walked through it, it rose around you like a fine cloud of talcum powder. Larry Bergquist said he had to empty his goggles four times; the sand was so fine it filtered up through the slits in his breather mask and just filled up his goggles. Riders and machines appeared like tan ghosts out of the night.

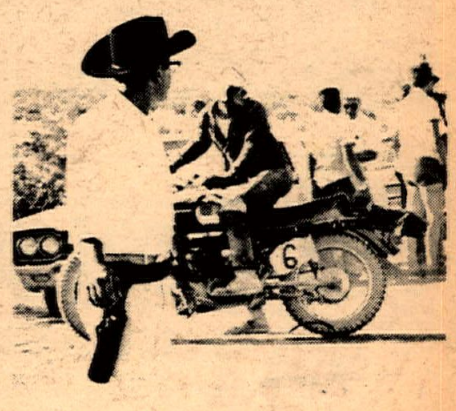
The smallest motorcycle, a 74cc Sachs ridden by Bill Ydiano and Don Watkins, finished both laps after changing a piston, only to find that they were 14 minutes overtime and were listed as "Did Not Finish." These riders took the heartbreak in good spirits as they had ridden hard and well aboard the Enderle Fuel Injection sponsored machine.

The Stardust 7-11 was hard work but those who tried to beat it were satisfied that they had been given a real run for their money. And if that wasn't enough they could always go into Las Vegas and try their luck there.

(Results on page 20)



Above: Bill Ydiano aboard the Enderle Sach, starts the first lap. This machine was to be the heartbreak of the day by being 14 minutes late.

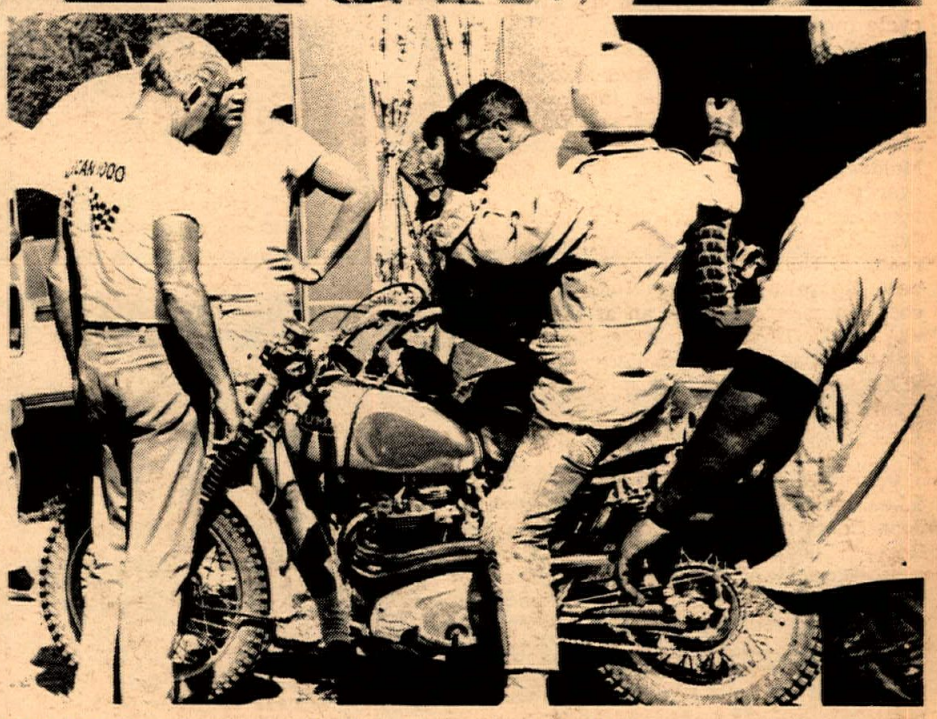


The local Highway Patrol stopped traffic for Larry Bergquist (Hon.) at one of the many road crossings, (note the uniform).

Right: Gary Preston (Hon.) first overall was met at the finish with a checkered flag and Larry Bergquist with a cold brew.

Steve Hurd & Mike Patrick (Nor.) received trophy & checks for 4th overall from Sharon. Both members of the largest club represented, the Checkers!

John Kenyon & Lars Larson (Hus.) 6th overall. Lars was the first to claim a kiss at the trophy presentation.



Dick Dean (Tri.) was the second motorcycle to arrive at Ash Meadow, the second check & the roughest to reach.

DUSTERS DRAW MOTO-CROSSERS AT CALHAN

Story and Photos by Beverly Dickerson

Nice weather does not arrive in the Pikes Peak region as it does in other parts of the country; no, here it falls on us like a warm blanket. That's what it did Thursday, May 30, Memorial Day.

Speed Richards, coming around the turn in beautiful shape, leads the final Calhan, Colorado TT Scrambles event of the day by half a lap.

The day dawned bright and clear for the time trials at Calhan, Colorado but when it came time for the races the sun had ducked behind a cloud.

Sonny Anderson, President of the Dusters, officiated and all races were run moto-cross except the 250cc's. This class was run in heats. The last event of the day was something special for the Calhan TT Scrambles, a 10-lap half-mile race. This special half-mile event is run annually on Memorial Day. Contestants are timed for position and the top eleven complete. There were to be only ten but the ninth, tenth, and eleventh places were tied in their time. The only woman entrant of the day was Jeanne Judson from the Boulder Ridgerunners MC and she raced in the 100cc Class B.

In the 100cc Class B Larry Pippert and Delbert Armano and Darrel Harsh battled back and forth for first place with Larry Lippert coming out on top. Tim Richards won first place in the 100cc Class A. Bob Neumeister on his Bultaco won the 175cc Class in a walkaway, taking all three races. Larry White on his Bultaco did the same thing in the 250cc Class B, sweeping all three races. In the 250 A Main Leon Bechard won one race and Speed Richards won the other. In the 500 Class Speed Richards came in first by winning two races. By the way it was Speed's son, Tim the youngest entrant, who won first in the 100 Class A. Better watch out, Speed, you're raising your own competition! In the Open B Class Stan Adams took first again which is getting to be a habit with him. He has almost classed himself out of the B Class competition.

In the last event of the day Speed Richards came from fifth position to take the lead on the third lap. In this event Nick Miller came in second and Mike Willets third.

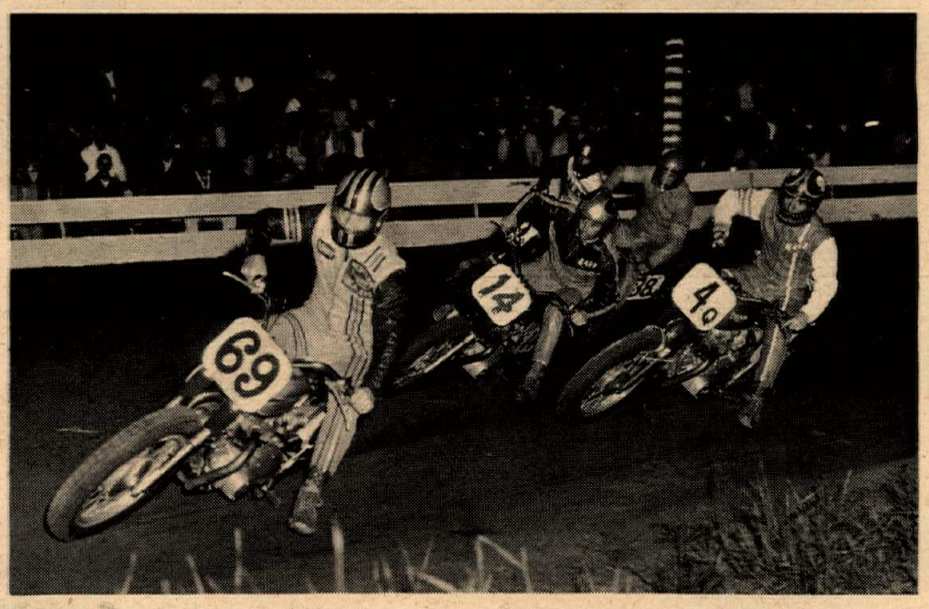
(Results Last Week)

Stan Adams shows Phil Latham and Harry Turner the way in a dusty drag to the finish line during "B" class race. Appropriate that the program was sponsored by the Dusters M.C.

BILL KRAUSE'S
MOTORCYCLE Dept. Store
HONDA / TRIUMPH / YAMAHA
LARGEST PARTS & ACCESSORIES DEPT. IN THE SOUTHLAND
1257 S. LA BREA at Century • Inglewood • 671-0406 • 678-5035
BMW • GREEVES • MOTO-BETA

FREE
WE OFFER
3 WEEKS VACATION
TOUR of EUROPE
AIR FARE, HOTELS, MEALS FOR FREE AND SIGHTSEEING
With the purchase of a new motorcycle
NORTON, A.J.S. MATCHLESS, BMW TRIUMPH or BSA
The tours leaving July 29 & Sept. 14 will visit Holland, Germany, Austria, Switzerland, Italy, Spain, France, England, Belgium. Start planning your vacation now.
FOR DETAILS CALL OR WRITE VAN-DER-KOLK & SONS 1809 SO. BRAND BLVD. GLENDALE, CALIF. PH: (213) 244-5000
DO YOU WANT TO JOIN THE TOUR WITHOUT RIDING A MOTORCYCLE?
This is possible. For those we have available a special deluxe motor coach that will accompany the tour.
*A meeting to discuss the upcoming tour will be held on June 22 at 8:00 p.m. at 400 North Central Ave., Glendale. (Public Invited) COLOR FILM OF LAST TOUR WILL BE SHOWN!

SIDEWINDERS NIGHTSCENE



Expert "A" Main winner Sonny Burres (69) charges into the lead followed by Mark Williams (4q), Gary Davis (14), Bob Fuller (38w) and on the outside Jimmy Smith (19q).

After two straight weeks of rain-outs, with clouds overhead still threatening, the Oregon Sidewinders M.C. once again resumed their weekly Friday night races June 7, at Portland, Oregon.

National number 69, Expert Sonny Burres, and first year Expert Mark Williams, 4Q, put on the real show of the night, battling fender to fender right down to the finish. Burres put the hole-shot on everyone and jumped into the lead but young Williams wanted to duplicate his Trophy Dash win and chased Burres the entire ten laps waiting for the mistake that never came. At one point, on the up-hill sweeper, Williams inched past but was off the groove and those little extra ponies Sonny has hidden away came out and did their stuff, thus Burres held his lead.

Story by Jay K. Lacey
Photos by Frank Clay

Dave Sheffel, Amateur Trophy Dash winner and current high point rider, accepts his trophy at Portland, Ore. event.

Sheffel Sails

Amateur Dave Sheffel won the Trophy Dash and his A Main with a wire-to-wire romp stretching his lead in the point standings. Ike Reed copped a well-deserved second, having switched to Suzuki and this being the bike's second time out, while lo and behold, Bill Manley brought home third on the only Harley-Davidson we've seen out here this year.

Novice Al Brackenburg, who isn't ranked in the point standings as yet, set fire to his class, winning the Dash and A Main, both by a wide margin. Two former class winners here, Len Miller and Bill Cook, tangled and unlodaded on the hillside while deciding who would be runner-up to Brackenbury, and this let Jack Mott and Charlie Sheffel in for second and third. Mott was last year's 175cc Champion here and shows great promise as a Novice though his mount could use another pony or two. Time will tell in this class as we progress further into the season.

(Results on page 20)

CHOPPERS Magazine
ATTENTION CUSTOM BIKE BUILDERS! Wild design ideas, building tips, incredible bikes & people, in CHOPPERS MAGAZINE 75c per issue from ED "Big Daddy" ROTH, Box 368, Maywood, Calif. 90270.

MAKE IT
LO ONG
with the
A.C.E. ADJUSTABLE FORK CROWN
made to fit all motorcycles and all forks
PATENT PENDING
ACE
RETAIL PRICE
50 — 200cc $62.00
250 — up $72.00
SPECIFY MAKE, MODEL & FORKS When Ordering
Dealer – Dist. Inquiries Invited
5046 Clamview St., Baldwin Park, Calif. (213) 962-4319

Ted Evans Motorcycles
Triumph – Bultaco – Yamaha
SALES & SERVICE
QUALITY PARTS & ACCESSORIES
RACING EQUIPMENT
We Accept Bankamericard Master Charge
(213) 390-3406
13347 W. WASHINGTON BLVD.
(L.A. 66) 3 Blks. East of Lincoln Blvd.

1ST OVERALL

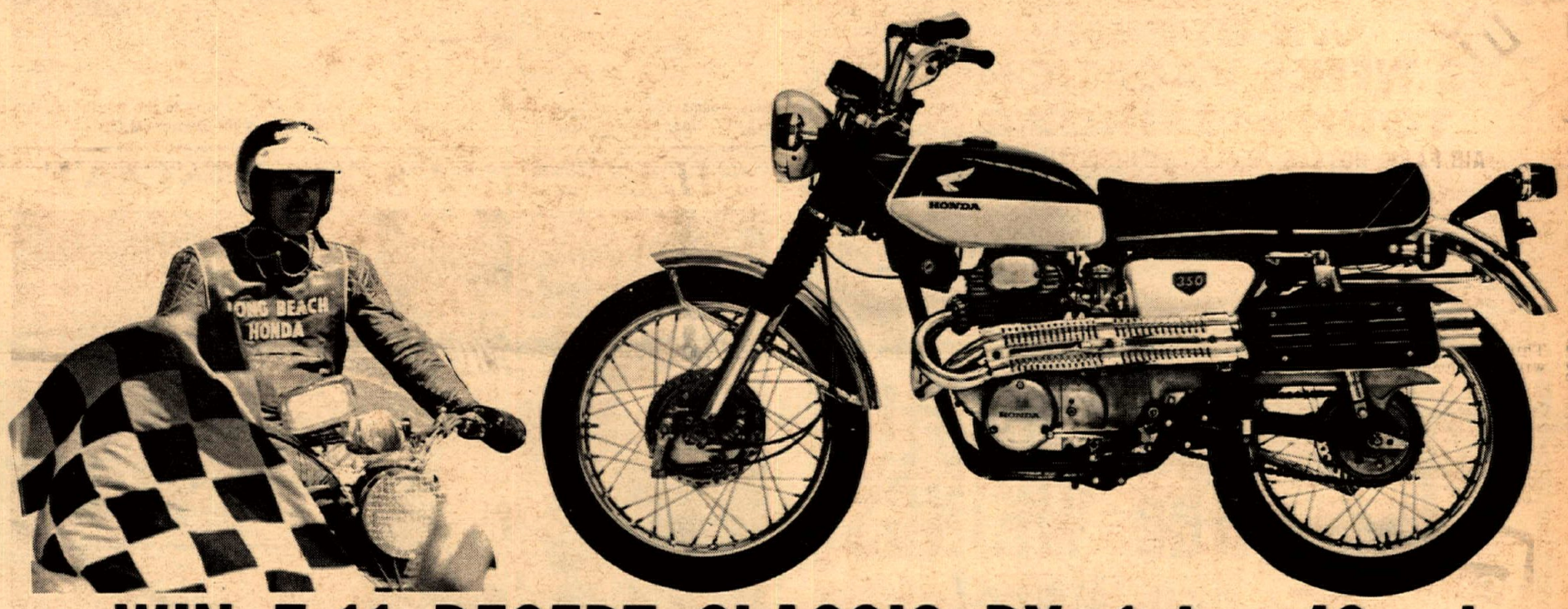
LONG BEACH HONDA

TEAM OF

LARRY BERGQUIST and GARY PRESTON

ON THE ALL NEW

350cc HONDA SCRAMBLER



WIN 7-11 DESERT CLASSIC BY 1 hr. 48 min.

LAS VEGAS, NEVADA JUNE 13, 1968

AMERICA'S LONGEST (711 miles) TOUGHEST CROSS-COUNTRY RACE!

----- 711 MILES IN 22:05 HOURS -----

OFFICIAL RESULTS

1st	Larry Bergquist Gary Preston	LONG BEACH HONDA
2nd	Dick Dean John Coots	Triumph
3rd	Gary Conrad Russ Darnell	Husqvarna
4th	Steve Hurd Mike Patrick	Norton
5th	Larry Minor Jack Bayer	Ford Bronco
14th	Tom Muto Bruce Dunford	LONG BEACH HONDA

The Long Beach Honda team of Larry Bergquist and Gary Preston riding the new 350 Honda Scrambler took to the rugged desert of Southern Nevada to win the Stardust 7-11 cross-country classic. 711 miles of the roughest and rockiest terrain known in the western hemisphere. You, too can experience the advanced and thoroughly new Honda 350 Scrambler the machine designed for the competition minded street rider, with the versatility of a dirt bike. You can get yours at Long Beach Honda, the #1 Honda dealer in So. Calif. #1 in Sales – Service – Sports Racing. Your new 350 Honda can be purchased set up for Scrambles or Desert, by the people who set up the machines that won the Stardust 7-11 and took John Rice to the coveted #1 plate in District 37 Heavyweight Scrambles.

LONG BEACH HONDA

5105 ATLANTIC
LONG BEACH
423-1433

1760 LONG BEACH
LONG BEACH
591-1301

11747 E. CARSON
LAKEWOOD
860-1354

4328 E. ANAHEIM
LONG BEACH
439-0943

4 STORES TO SERVE YOU!

OPEN WEEKDAYS TILL 9:00 P.M.

ELSINORE NIGHT SCRAMBLES

EXCITEMENT AT ELSINORE

Story by John Taylor

During the two years or so of Saturday night racing at Elsinore, Calif., track owners have spent a good deal of time and effort implementing rider suggestions on ways to improve conditions. This close cooperation between rider and promoter has paid off with smoothly run races and great surface maintenance.

Super Traction

Saturday night, June 8, the track was in superb condition holding a good damp cushion throughout the evening. Traction was great and the troops really wailed.

The 100cc Novice class was its usually pudgy self with nearly fifty entries. After five heats and four semis separated the racers from the also-rans, H. Egge Jr. won the first Main on a Kawasaki with J. West second. The second Main was a race-long debate between S. Hyder on a Hodaka and Yamaha-mounted L. Bird, with Bird having the last word and taking the win. The 100 Expert class turned into a D. Aldana benefit as the Suzuki-mounted hotshoe blew everyone else in the weeds, taking all three motos.

R. Ellis dominated the 250 Novice class, with V. Hannan taking second, then moved up to do battle with the Experts. Ellis managed to stay within striking distance of K. Mashburn but that was all. Mashburn, riding Yamaha factory equipment, is currently the number one Class C Novice in the nation and showed why by winning all three of 250 Expert motos.

For a time some thought Elsinore to be a small scooter track and many of the over 250 boys tended to stay home. Well, with smoother surface, wider turns, and super traction the word is out and a good group of big bikes really put on a show.

The 350 Novice class win went to B. Huntsman on a sneaky 250 Yamaha when he decided the 250 class was crowded and moved up. D. Finley on a Victor took the 500 Novice win with E. Hein second on a Triumph.

Open Novice hotshoe T. Simpson had nothing but trouble all night suffering mechanical malfunction while leading his first two motos. His scooter held together in the third and he won with a good lead but it was too little too late as C. Sjolund held too big a point lead and took home the gold.

Open Experts Wail

The 500 Open Experts put on the best show of the night. With the likes of M. Spitzer, Class C Amateur, and D. Dudek, Class C Novice, the competition had to be hot. L. Mitchell, on what has to be the most brutally powerful Triumph in captivity, leaped into the lead in all three motos only to crash each time. The last and wildest endo came as he and D. Lener, the eventual winner, came through the sweeper bar to bar fighting for the lead. Mitchell started to high-side, went lock to lock, then pulled an "Evel Knievel," zooming over a bank and out into the wild black yonder. It looked mean but only his pride was bent. B. Bartels had used this same bank earlier for a launching pad doing about a double back flip while in orbit, coming up with only a dislocated big toe. We never learned if the toe was dinged during the crash or afterward while taking out suppressed frustration on the supine scooter.

There will be more of the same next Saturday so if you are tired of sitting around five or six hours in the hot sun for one ten-minute race, come on out as everyone gets at least three rides. The nights are cool, the traction hot, and the racing just plain fun.

(Results on page 20)

BENTON-LANE OPENER

Story by J.K. Lacey

Benton-Lane Speedway, northwest of Eugene, Oregon, opened its bi-monthly TT season on a cool, dust-less, June 8 evening. With the track in great shape this time and to the riders' liking, wild slides, passing inside and out, with plenty of crashes, were the order of the night. Where else can one legally short-track a 650?

Clearly the favorite was young Mark Williams, sort of the local hometown boy, who won the Expert Trophy Dash, survived a wicked heat race crash, and took home third in the Expert A Main go.

Anderson Wire To Wire

It was Alan Anderson with a wire-to-wire win in the Main though, striving to better his second place in the Sidewinders B Main of the night before, and in for second was Norton-mounted T.L. Hoglan (Hoglan using his spare engine, his best having blown the night before). Anderson grabbed the lead while positions changed; Rick Weil got off on the first corner, T.L. slowly moved into second, R. Carroll seemingly having trouble slipped back, and M. Williams remained in third throughout the entire event. Spectacular was the cornering of Williams whose over-all wheel base was shortened some 4 inches, the results of that crash, and it was more like he was riding a speedway JAP than a disfigured Triumph.

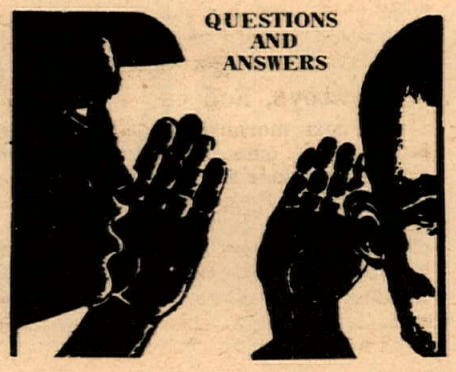
Nerseth Nails Amateur Main

Keith Nerseth repeated his Trophy Dash win and took the Amateur A Main, really wailing. Jim Gale (Triumph) held onto second despite Ike Reed (Suzuki) who dogged Gale throughout making threatening ring-a-ding noises, while the top point rider at the weekly sidewinders track, Dave Sheffel, hit the deck with the most spectacular single crash of the night. He arose unhurt.

Brother Charlie Sheffel won the Novice Dash but eliminated himself during the running of the Novice A Main. Bill Cook too repeated his night before act of unloading while running hot so Mike Watkins outdistanced S. Stanford and Kenneth Hart for the win.

Benton-Lane offers lots of excitement for the fans, while the riders get a challenging track with plenty of lighting. But would you believe the sponsoring club, Oregon Sportscycle, Inc., has to shell out $143.00 per race to have an ambulance on hand? And every trip to the hospital is a flat $50, paid by the promoter! With costs like that they certainly need spectator support so give 'em a try. You won't be disappointed.

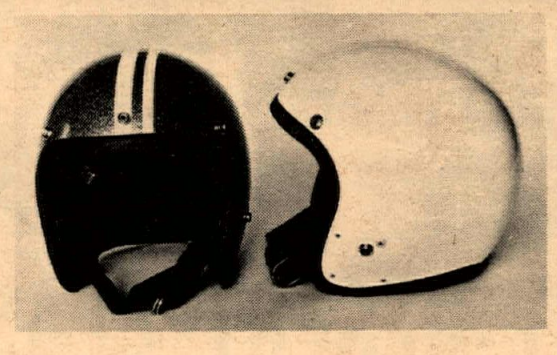
(Results on page 20)



WHAT DO YOU NEED TO KNOW ABOUT MOTORCYCLING. SEND YOUR QUESTIONS TO:
QUESTIONS & ANSWERS
P.O. BOX 498
LONG BEACH, CALIF. 90802

ARAGON DIST. CO.

Take Heart! The VIKINGS are Here!



Viking HELMETS

IT'S HERE... A FULLY APPROVED HELMET - SNELL- AMA - Z90.1

IT'S HERE ... A TRULY COMFORTABLE HELMET
* SNAP IN CHEEK PADS FOR INDIVIDUAL SIZING
* SWIVEL CHIN STRAPS FOR PROPER ANGLE
* VENTILATION AND EYEGLASS SLOTS

IT'S HERE... A TASTEFULLY STYLED HELMET
* WHITE, OR METALFLAKE RED OR BLUE (NO EXTRA CHARGE)
* RACING STRIPES (EASILY REMOVABLE FOR YOU CONSERVATIVES)

IT'S HERE... A QUALITY, MADE IN U.S.A. FULL COVERAGE HELMET FOR ONLY

$24.95 SEE THEM NOW AT NORM REEVES

THREE HUGE SOUTHLAND LOCATIONS

15745 Lakewood Blvd.
Paramount, Calif.
(213) ME 0-4313

224 N. Anaheim Blvd.
Anaheim, Calif.
(714) 535-3647

9536 E. Firestone Blvd.
Downey, Calif.
(213) 869-0600

Another fine product Distributed by ARAGON

A WEEKEND IN REDDING

Story by Ron Schall

At 4:30 Friday afternoon May 24, five members of the Oxnard M.C. rode out of town under clear skies and warm weather and headed north, picking up Hwy. 99 at Castaic Junction, Calif. The air was crisp and clean over the Ridge Route. Dropping down the Grapevine onto the valley floor we again found the air comfortable for riding. We stopped on the other side of Bakersfield for a quick tank of gas, then on up the freeway going through Delano, Fresno and Merced. As we rolled into Modesto we began to wonder what was appearing on our windshields, and it wasn't long until we found out. The little beads of moisture we had been looking at had turned to big drops of rain. As we pulled into Sacramento feeling that Mother Nature had dealt us a bad hand, we got a room at a motel. The manager was very nice to us, letting us park our bikes under the canopy in front of his office, and assuring us that they would be safe and dry as he would keep his eye on them until we left.

Cowboys, Rodeos, Horses

The next morning at 6:00 a.m. we pulled back onto the freeway under threatening skies and rode on to the town of Red Bluff. Here we stopped for gas and breakfast. By this time the dark clouds were giving way to patches of blue skies. As we rode into the town of Redding we found lots of activity. Every year at this time the town has a three day holiday and it was literally alive with horses, cowboys, cowgirls and even Indians. Friday and Saturday nights they had a very good Rodeo with all the top cowboys competing for the prize money.

After dodging around several horses and some eye-catching cowgirls we found our way to Lake Redding Park where the North Valley Travelers M.C. had their sign-in table set up.

I would like to mention that this is a fairly new club and this was the first time that any of them had ever attempted to present a weekend tour. They had put a lot of thought into this tour and did a very fine job in planning and setting up seven different scenic trips complete with guide, mileage and length of time required for each trip.

After we had signed up at the park we made a quick check in at our motel and went back to take advantage of one of the trips. We took the longest one they had on the list...125 miles. It seems that 570 miles wasn't enough for us, but then we came to enjoy ourselves and see the country.

Guided Tour

We left the park with our guide in front and headed out of town on a two-lane road that wound through tall trees and up into the mountains. Our first stop was the site of the old town of Shasta. In 1850 to 1888 it was called "Queen City of the North" and boasted a population of 3,500 to 6,000, depending on the weather and the current state of mining. We went through the museum complete with jail cells and gallows. From here we went on to Whiskey Town Lake and stopped briefly for picture-taking and a little time to take in all the beauty of the mountains with their tall trees, crystal clear air, deep blue lake and a cloudless sky.

Back on our two-wheeled steeds we wound on through the mountains, past French Gulch and along the beautiful Trinity River with a stop at Trinity Lake Dam. By now the sun was high overhead and we welcomed a stop at a little tavern for a cold beer and a sandwich.

We then went on to the little town of Weaverville and went through the "Joss House," a Chinese Holy Temple built in 1873 that has been in continuous use ever since.

Winding on through the trees and hills and past many gold mines we soon found ourselves back at our starting point. Thanking our very capable guide we made it back to our motel for a shower and a change of clothes. We then were ready for the meal that the Travelers had prepared for all riders; weiners, beans, salad, French bread and punch. As we sat on the bank of the Sacramento river and ate we watched hundreds of salmon jump and head up river to their spawning grounds.

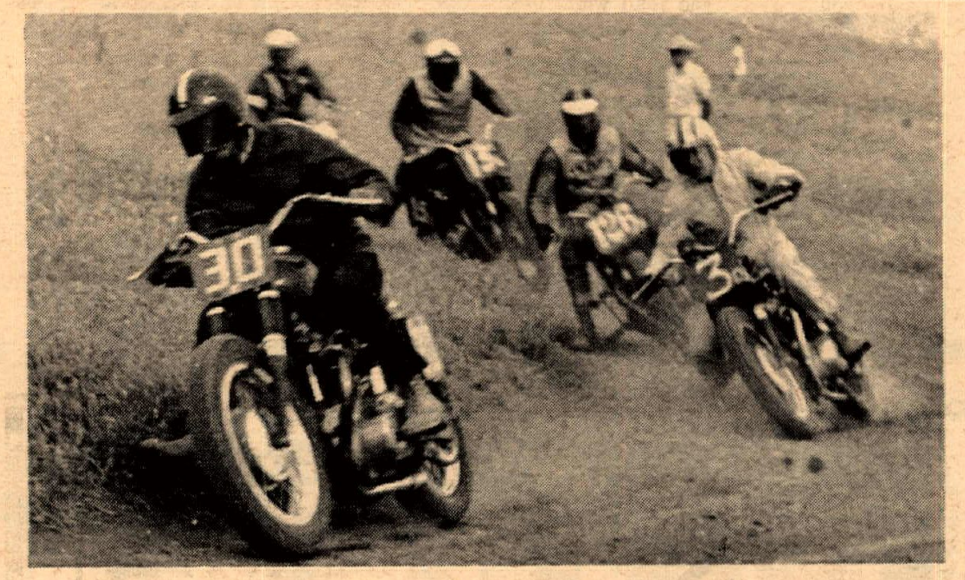
Go-Karts, Too

After dinner we all went out of town a few miles and watched a go-kart race between two of our members (the outcome is still not final) then two of the Travelers tried out the track. After making a few laps myself with the throttle stuck wide open I felt that my "74" was by far the safest way to travel. We topped off the evening with a stop at the old-time tavern to watch a "new" style dance and talk over all that we had seen during the day.

Sunday morning found us packed and ready to head back home. We stopped off at the park for the trophy presentation. Our club received the long distance trophy with a total of 2850 man miles. One of our members received the long distance rider trophy. These trophies were very nice, a full 30-inches tall and very attractive.

All too soon the time had come for us to say goodbye to the friends we had met and head for home. Pulling out onto the highway we aimed our bikes south and by 10:00 p.m. that evening we were home. The five of us had traveled a total of 6,850 man miles and we are ready to go again.

On behalf of the Oxnard M.C., I wish to extend our thanks to the North Valley Travelers M.C. for one of the most memorable weekends we have had in a long time. For those of you who didn't make it this time, be sure and put it on your calendar for next year.



Louie Garcia (30), Dale Gray (3) and Dennis Brennan (126) battle it out in the 650cc Amateur class at Fremont, Calif.

PALO ALTO SPONSORS BENEFIT

For the second week in a row, Scott Diffenbaugh won the 250cc Amateur class on a Suzuki TM 250.

Story by Larry Stewart

Photos by Harry Smith

The Palo Alto Motorcycle Club sponsored the second race of the year at Fremont (Calif.) Raceway on June 2, and 360 District 36 competitors were there to do battle. This was a benefit event staged to aid the Menlo Park Kiwanis Club's charity fund. So that all proceeds could go to the fund, pillars of the community such as the Bank of California, Bank of America, Crocker-Citizens, local motorcycle dealers and other area businesses donated trophies.

The 650 Experts usually provide the most excitement at Fremont, and Sunday's race was no exception. This was one of the wildest Main Events we've seen, and a number of riders held first place during its eight laps.

It all started normally enough as Gene Conant jumped into the lead with Bud Kneass hot on his trail in second. Those two set the pace for a few laps and might have felt rather confident if it had not been for Mark Brelsford.

Mark, who can do more with a big 650 than any 120-pounder we've ever seen, had gotten off the line in last place and was quickly working his way through the pack. After taking over third he gained very rapidly on Kneass and Conant, drawing alongside the former on the sixth lap. Then Brelsford tried to dive inside Kneass after landing off the jump at about 40 mph, but Bud was having none of it. He tried to "close the door" on Mark, who had already committed himself, and they both went down. Neither was seriously injured, but their machines looked as if they'd been dropped off the Empire State Building.

Conant, who was only about ten feet ahead of the crash, must have had his confidence shaken for Bruce Anderson took over the lead, only to be passed a lap later by Russ Powell and Bob Haynes, who went on to take first and second.

After the last two weeks, Kneass must be rather discouraged. Last week he held the lead until the last lap when Jim Rice, who had come from last place, passed him for the win. This week he was holding second and had a good shot at first when Brelsford, who had also come from last place, overtook him. It's too bad that Rice did not put in an appearance for this race. That would have made things VERY interesting.

The 500cc Expert race was strictly a "laugher" for Bob Grossi and his 360cc Montesa. Bob got off first and just kept stretching his lead to the point where it became ridiculous. He must have felt that way too, for he entertained the crowd with spectacular 60 mph wheelies down the straight. Bob Sousa and Bruce Texeira staged quite a battle for second place in this class with Sousa, last week's winner, getting to the line first.

For the second week in a row, the Suzuki TM 250s of Paul Johnson and Scott Diffenbaugh defeated everyone in the Expert and Amateur classes. Mark Brelsford seemed determined to break Johnson's winning streak in the Expert class, but again had shifting problems. He was a very close second to Johnson throughout the first part of the Main, but when his bike started to give out he dropped back. Allen Kenyon got by him to take over second, and then Brelsford's Bultaco quit for the day.

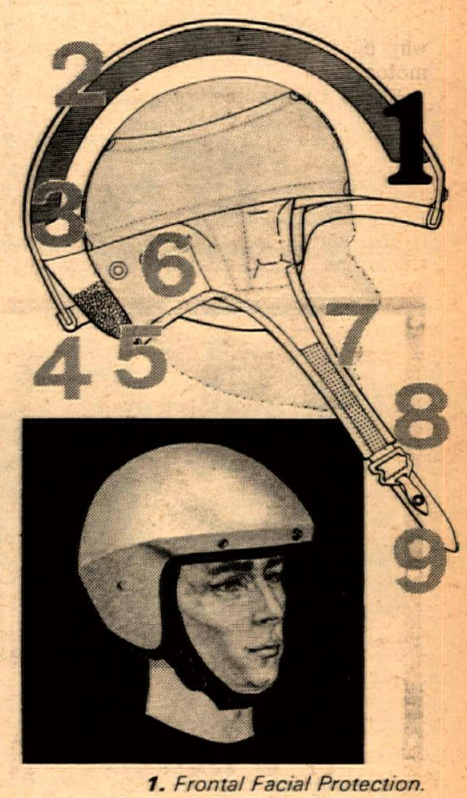
Diffenbaugh took the Amateur class with a smooth ride in the Main, but he had trouble with Randy Love and his Bultaco in the heat. Scott led for most of that race but Love got by him on the last lap. Diffenbaugh didn't look back after he took the lead in the Main, and Love just couldn't catch him again.

(Results Next Week)

PROVEN AGAIN DAYTONA '68
"Blendzall" RACING CASTOR
Lubricates so much more with so much less!
PLUS NO SMOKE SCREEN
AND NO SEIZURES
PROVEN America's Finest Racing Lubricant.
ADDZIP ADDITIVES 1433 First Street, Escalon, Calif. 95320

IT'S HERE
CYCLE NEWS

It's what's up
FRONT
that COUNTS!



1. Frontal Facial Protection. 2. Semi-Resilient Shock Liner. 3. Resilient Shock and Comfort Liner. 4. Vinyl Edge Beading. 5. Padded Neck Curtain. 6. Air Cooled 7. Velcro Chin Strap Adjustment. 8. Quick Release Chin Strap Buckle. 9. Nylon Chin Strap.

Every Sierra Safety Helmet is packed with Sierra safety features, but with Sierra's Eagle and Falcon models, it's what's up front that counts.

This entirely new concept in head protection gives you greater protection in the frontal and facial areas. 83% of all fatal and critical injuries occur in this area.

Sierra Engineering, one of the largest manufacturers of military protective headgear, now offers you a sporting helmet Safety Engineered and backed by Sierra's space age design experience!

For complete information send 25c for beautiful color catalog.

HEADGUARD by Sierra®

SIERRA ENGINEERING CO.
Subsidiary of CapTech Inc.
123 E. Montecito Ave.
Sierra Madre, 9 Calif. 91024

BULTACO

For Your Nearest "Built-To-Go" Dealer
Call TR. 7-2400 or PO. 9-0441

INTENSIFIED

HODAKAS
by
CROWELL

Order your custom set up competition HODAKA NOW!

Girling shocks – Extended Front Forks
19" Front wheel – Bobby "J" Air Cleaners
Choice of Tires – Crowell Port Job
Number Plate – Skid Plate
Crowell Tuned Pipe – Fork Brace

10427 Prairie, Inglewood

Phone
(213) 673-5562

HEYREND HAULS AT CYCLELAND

Ducati-mounted Joe Henry copped second in 250cc class.

Story by Lisa Willis

Photos by Dale McKinnon

To start the night of racing off right at Cycleland Speedway in Chico, Cal., June 2, the heats were run very efficiently and without any accidents. The 100cc Main started the usual way, with Joe Allen shooting from the 45-yard handicap line through the pack to pull a first place. It seems the farther back they put this boy, the easier it is for him to work his way through. Finishing second was Steve Sigler on a Yamaha, with some real riding.

The 200cc Main turned out unlike everyone had predicted. Dick Turner, Honda-mounted, started from the 45-yard line and worked right up to second, fighting real hard for first. Then unexpectedly Dick went down in the middle of the turn. He was still down when Vern Raglin came around and with some very professional riding missed Dick by inches, but caused himself to go down. Meanwhile Mike Ellis on a Yamaha was in the lead and putting a little distance between himself and second. Ellis finished his beautiful ride with a wheelie across the finish line. Holding down second was Steve Norberg.

Then came the 250cc class, and Marfred Heyrend, Yamaha-mounted, was determined to take the win. Ray Vatne barrelled right through to second and tried a pass on the outside for first. He didn't pass however, he went down, but walked away. This put Joe Henry, Ducati-mounted, into second place, right behind Marfred all the way. Heyrend made no mistakes, so Joe had no chance to pass, leaving him in second. Terry Goff (Yamaha) fought hard for third and finished there.

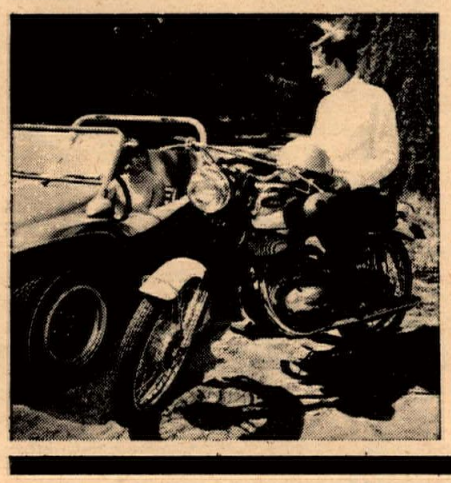
The beginner's Main was won by Terry Henry on a Honda. This was Terry's first win at Chico Speedway and he sure rode a beautiful race. Terry is from Sacramento, and has been doing real well in that area. He won his heat also.

The 200cc Beginners Main was won by Steve Norberg on a Yamaha. The race was a little mixed up; Tony Fairless and Joe McMillin were battling for first and both, getting over-anxious and sliding out, were put out, leaving the race for Steve to take.

With the 250cc Beginners Main there was a real good battle for first place between Mel Nicholas and Doug Sisemore. And Larry Craig on a Bultaco worked his way through the pack to take the lead and hold it for a while. Then he made a mistake by going out too far and Doug Sisemore (Bultaco) got by. Larry made no mistakes and finished in front.

For a little extra excitement at Chico, we had a JAP speedway bike exhibition for a few laps. The rider of the bike was a Chico regular, Gary Willis. The course at Chico is the only area track which is smooth and fast enough for this kind of bike. Willis put on a show which had fellow riders gaping and the people in the stands frozen in their seats. This bike, built in 1939, still goes as good as new.

(Results on page 20)



JAWA PUTS FUN
WHERE THE ACTION IS!

GET TOPS IN PERFORMANCE AND APPEARANCE WITH THE JAWA 'CALIFORNIAN'. AVAILABLE IN 250cc SINGLE AND 350cc TWIN MODELS. BE THE ENVY OF THE ACTION SET WITH JAWA!

JAWA

AMERICAN JAWA LTD.

1325 So. La Brea Ave.
Los Angeles, Cal. 90019

38-15 Greenpoint Ave.
Long Island City, N.Y. 11101

MOTO-CROSS

JUNE 30

AT SADDLEBACK PARK

ORANGE COUNTY'S FREEWAY-CLOSE AND SEA BREEZE-COOLED MOTOR PLAYGROUND!

COMPETITORS

* Any competition card accepted.
* Classes for all: Amateur, Novice, Expert in 0-100cc, 101-250cc and Open. (Six entries needed to make a class.)
* Entries open 'til 9 a.m.; first race at 10 a.m.
* Track will be watered to prevent dust.
* Entry fee only $3, plus 50¢ for ambulance.

SPECATATORS

* See 90% of the track at all times.
* Good hillside parking adjacent to track.
* Plenty of rest rooms.
* Food and beverage stands.
* Gates open at 7 a.m.
* Admission only $1.50, kids under 12 enter free!

DISTRICT 37 AMA POINT RACE,

SPONSORED BY:

ANTELOPE RAMBLERS M/C

SADDLEBACK PARK is only minutes away from most of the L.A. region by Easy freeway access: Take Newport Freeway to Chapmen Ave. East, go to Santiago Canyon Road, then right to Peters Canyon Road, left to Park entrance.

SADDLEBACK PARK is open daily for recreational riding and competition practice.

MEET THE DEALER

By Delmer O. Gasche

Don Rhodes

Don Rhodes, owner of Auburn Suzuki in Auburn, Washington hopes to have the Number One Novice riding for his establishment by the end of the coming racing season. The young man's name is Jerry Robertson and he has compiled quite an impressive record in Sportsman events since beginning to ride as a high school freshman in 1965.

"I started racing on Valentine's Day in 1965," Jerry recalled. "Dad bought a Honda 50 for Mom and I got to riding it. Our neighbors raced and I kind of got the bug from them. At first my parents were dead set against it but I finally talked them into letting me try and they're as big as enthusiasts as I am now."

Jerry has over 130 trophies already and he is just beginning his third year in competition and his first year professionally. Last season, young Robertson won the Jolly Rogers Northwest Championship in the 250 class; the Evergreen Championship at Graham; the Main Event at Sunny Valley, Oregon; the Novice opening at Gold Creek; the Woodland, Oregon track Open 250 class Championship and was all-around high point champion at Shelton, Washington for the season. In 1966, at Olympia on a five-eighths mile oval he won four trophies in two days in the 100 and 250 classes. Last year he had a string at the Maltby Motorcycle Track of 22 straight heat, semi and Main Event wins. He has raced all over the Northwest, including Canada and California.

Jerry is a good student and an active member of the CYO. "I never race without my St. Christopher Medal," he said. "In fact, Mrs. Rhodes thought we should have one fixed to the front of the bike as a sort of figurehead."

"Jerry will be very active in his first year as a pro," Don Rhodes said. "We hope to see him finish as the Number One Novice, which means he will have to ride in every race he can enter."

Jerry owns his own Bultaco 250 scrambler but it will be completely maintained this year by Auburn Suzuki. The professional machine provided by Auburn Suzuki will also be a Bultaco 250.

"My wife and I were looking for a rider," Don explained, "and we watched Jerry at a couple of scrambles and were quite impressed. One day after a scrambles he came and asked about riding for us. Strangely enough, my wife and I had just decided to approach him that same day. Since that time we've also found two more riders which we will be sponsoring in the Novice class. In other words, we'll be up to our helmets in competition this season."

Don Rhodes has always been very active in area competition. "Several years ago Eddie Johnson rode for us and won 11 out of 12 races at Graham. He actually won 11 out of the 11 we entered but we missed the first race of the season and couldn't quite make a clean sweep. He set the track record on every track he raced that season. At Graham we were protested after Eddie won his ninth in a row and I believe it provided one of my most satisfying moments at a track. At a night race when someone is protested usually everyone goes home and you're left there with the officials as you tear down your machine. This wasn't what happened that night. At least several hundred people stayed around to see if our machine was legal or not. Everybody thought it was going to be illegal but, of course, it was not. It was just a good combination of machine and rider that year and nobody ever even seriously challenged Eddie all through that season."

Don stated that the amount of activity in the Washington area is improving but the crowds and purses are not keeping up. "We need some good promoters and indoor tracks," he said. "We need to generate customers and spectators who are not motorcyclists or friends of motorcyclists. We need a promoter with enough guts and money to be able to withstand the losses he would incur until the crowds built up. Dealers and clubs simply cannot put in the time and money required to promote a big track and get large crowds. We've got the talent and the interest in this area but nobody has ever really built a good spectator track here."

Don was once the president of the Sea Fair City Motorcycle Club. "However," he said, "we've since made a ruling that no dealer can hold a club office. We didn't want our club to end up dealer-controlled like so many clubs do. Clubs run into trouble when they become controlled by a dealer and their growth usually is stifled. However, clubs are important to a dealer. Without a club there is no activity, and without activity there are no winter sales in this area. Probably two-thirds of the riders in this area are club members now."

Don started riding on the streets in 1948. In 1953 he got a competition license and began racing. His racing was interrupted by a hitch in the military and he did not get his Expert's license until 1959. He has won most of the area events at one time or another in the past few years but never competed on the scale that one must compete on to reach a national ranking. He entered into business for himself in 1962 after working four years for a Seattle motorcycle dealer.

"I like road racing the best," Don said. "We've got a good track in Kent and in road racing being young and eager isn't as important as experience. You have time to watch another rider, set him up to be passed and take advantage of his mistakes."

Auburn Suzuki does quite a large amount of local advertising. "However," Don explained, "in this area the racing program is our most important advertising. The number of racers per riders in this area is higher than anywhere else in the United States. All the riders in this area are influenced by the machines being ridden in competition and the area shops which are sponsoring them. For example, our busess is mostly scramblers and trail riders. We don't do much of a road business.

"This year we've two new machines – the 500 Suzuki and the 360 Bultaco – which will allow us to enter the Amateur and Expert classes next year. We'll probably build up one or the other for Jerry next season.

"What we need more than anything else in this area are qualified mechanics. There just aren't enough. The industry has grown so fast that there is a real need for qualified men. It's difficult for us to keep good mechanics in this area because they can make more money in California and find year around work. If the good mechanics do stay around here, they usually become dealers themselves in a couple of years.

"This is a good area for motorcycling though," Don said in conclusion, "and it's getting better. The racing program this year will be bigger than ever before and maybe we'll be able to draw in a promoter who'll build a good spectator track before too many more years go by. At any rate, keep your eyes on Jerry Robertson this season – he's going to be a Novice worth watching."

GRAND OPENING
RACERS PIT STOP
Motorcycle Accessories
4200 E. Chapman Ave. – Orange, Calif.
(714) 538-4212

Honda
Culver City
BSA
4421 Sepulveda 391-6217

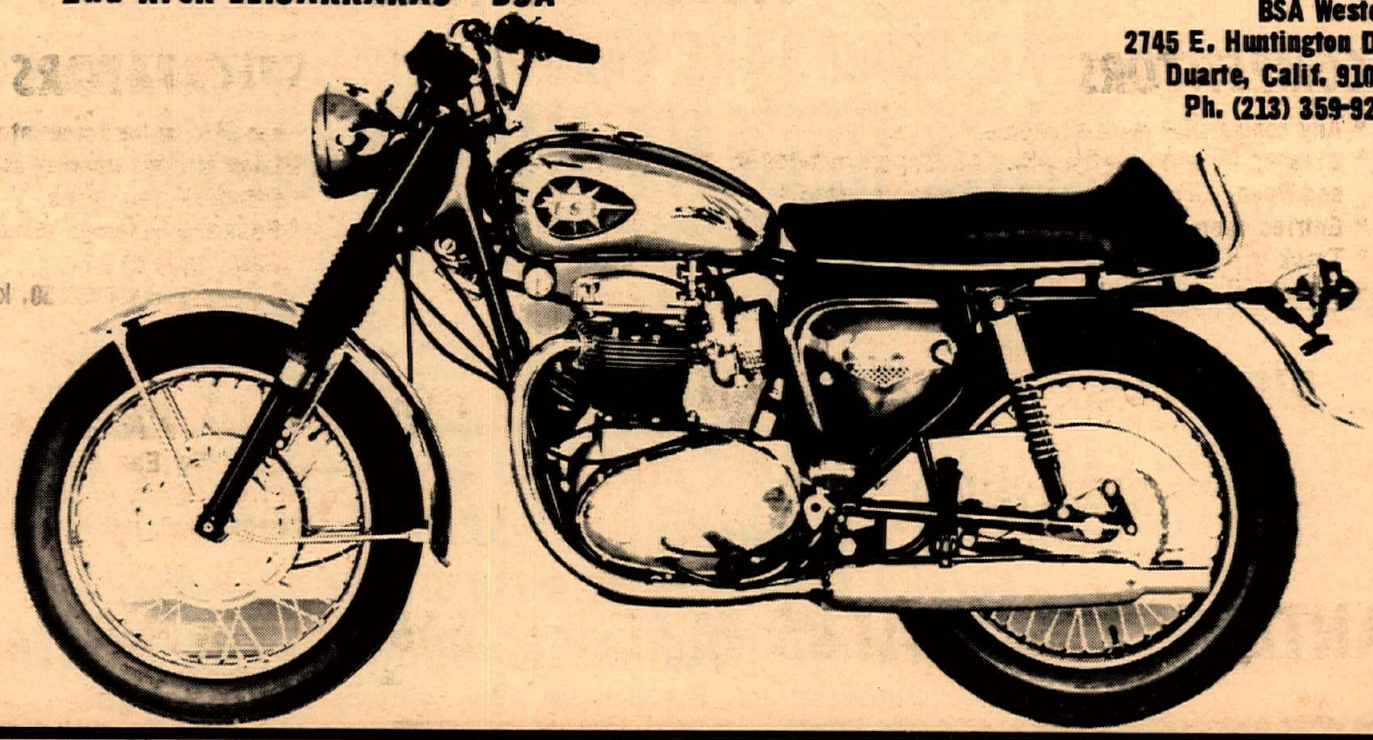
THE BOLD WINNING WORLD OF BSA FOR 68

LIGHTNING

BSA WINS
SAN JOSE HALF-MILE
JUNE 16th
EXPERT MAIN
1st De WAYNE KEETER - BSA
2nd KEN WEAKLEY - BSA
AMATEUR MAIN
1st JIM RICE - BSA
2nd RICK ELISARRARAS - BSA

AVAILABLE NOW
AT YOUR
BSA DEALER
CHECK THE YELLOW
PAGES FOR
THE DEALER NEAREST YOU

BSA Western
2745 E. Huntington Dr.,
Duarte, Calif. 91010
Ph. (213) 359-9271



FINAN FLIES AT DEHESA

Story and Photos by Bill Harmer

Threatening overcast skies did not dampen the spirits of the contestants nor the spectators attending the Hi Boots M.C. TT scrambles at their Dehesa, Calif. course, Sunday, June 9.

There was a great deal of anticipation surrounding the Open Expert class as Al Finan had recovered from his recent injuries and his mount, Earl Roloff's fast Triumph, was ready. Jim Harmon was riding Roloff's big Norton and Wayne Hosaka was scheduled to ride Mike Garrett's hot BSA Gold Star, replacing Don Matthews who has hung up his leathers because of injuries. 1967 point champ Myron Carter was back to repeat his last week's win.

Finan got off the line first, in the first moto, with Carter close behind. Harmon was back in the center of the pack and moving up at the first turn while Hosaka as a result of poor flag work by the starter was left behind. At the end of the first lap however, he had passed all but the two leaders, Finan and Carter. On the last lap Hosaka put on a spectacular show of driving and squeezed out Carter for the second position. The second moto also was marred by a sloppy start which found some riders facing the wrong direction when the flag dropped. Once again Hosaka came from last to finish second behind Finan, and Jim Harmon skillfully herded his Norton through a lot of traffic to third, ahead of Carter. After the second moto at least one of the owners protested the start, and it may have done some good, because the final moto got off pretty even with Finan taking an early lead. Hosaka threaded through the field to pass Al on the last lap to win the heat with Finan and Harmon coming across 2nd and 3rd. Myron Carter had to be satisfied with 4th.

Harrett, Hoy Hassle

In the Open Novice contest John Harrett, riding a 305cc Yamaha, did a beautiful job by defeating the bigger 4-strokes to capture first position in the point standings while Triumph-mounted John Hoy and Sean Walsh on a Maico were a constant challenge and finished 2nd and 3rd. An interesting sidelight of this event was the entry of 15-year-old Jim Leque riding Gary Gilmore's 250cc PurSang. Gary had ridden it in the 250cc Novice class so Leque by necessity had to ride it in another class. There were not enough entries to make a 500cc event, which left only the Open class for him to run in. In the first moto, he rode masterfully and finished about a half-lap ahead of the next machine. The stop watch indicated that he was lapping 2/10th of a second faster than the winner of the 250cc Expert division. He was protested by a frustrated Triumph rider for riding out of class. Gilmore was also disqualified from further motos in the 250cc Novice competition.

Into the sweeper go 250cc Novice winner #51 Jim Chitwood (Yamaha), second place finisher #80 Jack Sweeny (Bultaco) and #85 Lyle Law (Montesa) who wound up third.

The 250cc Novice motos were dominated by Jim Chitwood who piloted his pretty little Yamaha skillfully to earn top standing. Bultaco-mounted Jack Sweeny showed continued improvement by squeezing out Montesa rider Lyle Law for second money.

Brown Bests Barker

Grant Brown, to the surprise of many of the spectators, was declared the winner of the 250cc Expert series of motos, because Earl Barker, on his new Yamaha DT-1, seemed to always be out in front. Few realized that Barker was plagued by carburetor trouble and didn't run in the second moto. He won the first and third easily, however. Harry Hayes, riding a Harley-Davidson Sprint, upset the 2-strokes by capturing second while Kawasaki rider Vic Hannan displayed talent in taking third.

The 250cc class was outdistanced by Bultaco pilot E. Murie who was given constant pressure by Larry Collie (Kawasaki). Wayne Clark skillfully herded his Yamaha to third position. Surprise upset of the program was in the 100cc Expert motos which saw Hodaka-mounted Doy Davis take first place away from old master and favorite Jim McGuire, also on a Hodaka, while Harry Hayes on a Suzuki gave them both a fright by riding to third in a slam-bang series.

Randy Cushman rode his Yamaha beautifully to win the 100cc Novice Main but perhaps the most interesting rider to land in the money was Eric Crippa, riding the Van Tech Yamaha which is owned and prepared by Dick Sims for his son, who is now in Vietnam. It was the first time Crippa had ridden the beautiful little custom and he captured second. Hodaka jockey Doug Maloney showed continuing riding improvement by securing third position.

Gals Go, Too

In the Powder Puff moto series, Carol Chiara nailed down first place on her hot tuned Hodaka but 13-year-old Debbie Reon gave her some busy moments with her skillful riding. If she had a more efficient mount she could probably give Carol a better battle. It was good to see Carol Gooding, back from a successful winter campaign of desert competition, take the third place trophy.

As usual, the Hi Boots M.C. had their race course in top condition and with the exception of a little ragged flag work on a few starts, the program was flawless and the general opinion of competitors and spectators alike was one of satisfaction. Everyone is looking forward with pleasure to the July meeting at Dehesa.

(Results on page 20)

NASCAR Stock Car Champion Richard Petty now joins USAC King A.J. Foyt as a Ducati motorcycle rider. Other famous auto racers who own and ride Ducatis include Joe Leonard, ex-U.S. Cycle Champion, Dennis Hulme, World Grand Prix Champion and Indy winner Mario Andretti. With Petty and Foyt is Chris Economaki, editor of National Speed Sport News.

HUSQVARNA

WINS STARDUST 7-11

America's longest and roughest cross-country event

711 MILES OF SAND-ROCKS-DUST AND HEAT

ONLY TWO 250's FINISHED-BOTH HUSQVARNAS

1st 250cc GARY CONRAD and RUSS DARNELL-THIRD OVERALL

ON A STANDARD SPORTS MODEL

2nd 250cc LARS LARSON and JOHN KENYON

MORE RECENT HUSQVARNA WINS

Sagehoppers Moto-Cross
June 2, 1968
250 Am/Ex. Class
1st Larry Lawson
2nd George Etheride
500-Open Ex. Class
1st Larry Lawson
2nd John Kenyon

Rams European Scrambles
May 30, 1968
500-Open Am/Ex. Class
1st J.N. Roberts
250 Am/Ex. Class
1st Larry Lawson

Antelope Ramblers Moto-Cross
June 9, 1968
250 Am. Class
1st Bob Kulek
250 Ex. Class
1st Russ Darnell
2nd Tom Senner
3rd Steve Stricklin
Open Am. Class
1st Bud Hedrick
250-Open Sweepstakes
1st Russ Darnell

San Bernardino M.C. European Scr.
June 9, 1968
500-Open Am. Class
1st Lynn Fortner
250 Am. Class
1st Bill Walters
250 Nov. Class
1st Carl Marshall
500-Open Ex. Class
1st J.N. Roberts
2nd Gary Conrad

Lost Angels Hare Scrambles
June 16, 1968
500 Am. Class
1st Lynn Fortner—2nd OVERALL
500 Ex. Class
1st J.N. Roberts—3rd OVERALL

YOU TOO CAN OWN A STABLE MATE TO GARY CONRADS AND RUSS DARNELL'S WINNING 250T SPORTS MODEL

AMERICA'S FINEST ON THE ROAD OFF THE ROAD MACHINE

SEE THEM AT YOUR LOCAL HUSQUVARNA DEALER

Med International, P.O. Box 3571, San Diego, California Phone 714 460-4289

HOT RACING AT SUNNY VALLEY SPEEDWAY

Story by Virginia Copeland

It had been raining for a week and all the other tracks in the area were rained out, but Saturday it started to clear so the word went out that Sunny Valley Speedway, 14 miles north of Grants Pass, Oregon would run its TT scrambles rain or shine Sunday, May 26.

Fortunately it turned out to be shine; in fact, the track actually got dusty and since the water truck broke down between the heats and Mains, the Mains were real dusty. There were 63 riders who decided they wanted to race even if it did rain and they were raring to go at 1:00 p.m.

Russell Romps

Sixteen-year-old Dave Russell of Grants Pass was the big winner of the day. He started his streak by taking first place in the 100 class Trophy Dash riding a Kawasaki sponsored by Wally's Kawasaki Sales. He also grabbed first place in the 100 "A" main followed closely by Ralph Detloff on a Honda, and right behind Ralph was Danny Atkin, also on a Honda. The 200 Trophy Dash again saw Davey Russell out in front and he stayed there to take home that trophy. Now you'd think that he'd be satisfied with all those trophies but not Davey – he had to show everyone he could take one more.

In the 200 "A" main Davey shot into the lead with John Soy (Bultaco) and Dale Hall Jr. (also Bultaco) right on his tail. They played follow the leader for two laps, then John decided it was time to move up. This he did until he overshot a corner. He came back in the race in fifth place and started out after the leaders again. By the end of the fourth lap he had worked his way back up to second and once more went after Davey. He rode hard but Russell had too much of a lead on him and Soy crossed the line in second place followed by Hall. Good riding Davey, it's a good thing you didn't enter the other two classes or you would have probably taken them, too.

The 250 Class saw the same rider take both the Trophy Dash and "A" main. Wes Word mounted on a Bultaco came off the line first with Duane Francisco, riding a Kawasaki from his own shop "Out Front," right behind him in the Dash. Duane pushed hard all three laps but couldn't get around Wes so Word took him for the trophy. Then Wes came off the line first in the 250 "A" Main with Francisco right behind him again and Danny Ginther (Bultaco) in third place. Dan dropped a chain on the fourth lap and Bob Snooks (Kawasaki) moved into third. Soon after, Duane had bike trouble and Snooks moved into second, followed by Ed Nielson, riding a Greeves. That's the way they finished – Wes in first, followed by Bob and Ed.

Kids Klash

Next came the Beginners class; this is for kids through the age of 15 and they are limited to 100cc machines. Peter Simmonson, riding a Moto-Beta, walked off with the Trophy Dash. Then in the "A" Main Pete was again out in front with a long lead followed by Rick Ziegler (Yamaha) and Doug Krois (Honda).

The Open Class proved to be the best races of the day. They were both fast and close. In the Trophy Dash Bob Vaughn, riding a Triumph sponsored by Fred Ford Cycle, came off the line first followed closely by Gary Clarke (Triumph), John Ridgway (Triumph) and Fritz Espy, riding a Bultaco sponsored by Pollock's Marina. Before the first lap was completed Fritz went by Gary and John and was hard after Bob. Fritz made his bid several times but couldn't quite get around Bob. As the flag dropped Bob crossed the line first with his front tire just about 4 inches ahead of Fritz's.

Birthday Boy

The "A" main again saw Bob get off the line first, this time followed by Ken Willingham (BSA) and Gene Schneider (Honda). In the second lap Fritz came from behind to take third away from Gene. Then Gene fell down and Gary Clarke took over fourth. In the fifth lap Fritz caught and went by Ken, leaving Willingham in third. He was now out to catch Bob and around they went, neck and neck. Again Fritz made his bid but couldn't cut it; Bob crossed the line first, about a wheel-length ahead of Fritz. Ken developed bike trouble in the last lap but managed to finish third just ahead of Gary Clarke. It was Bob Vaughn's birthday and I can't think of a better way to celebrate it than by winning everything in his class. Congratulations Bob, you did some mighty fine riding yourself and maybe next time it will be your turn to take all the first places.

(Results Next Week)

ORANGE COUNTY SWEEP TO ELLIS

Story by Al Mark

Friday night, June 9, again saw the ACA-sanctioned short track races at Orange County Speedway. In spite of numerous difficulties, everyone enjoyed a full evening of racing.

The main thorn in the night's events was the local radio station announcing that Orange County Raceway (the drag and road racing track down the road about 2 miles) would not be running. Lots of people misunderstood and thought the speedway was shut down, including riders as well as spectators. Something will have to be done to better identify the two tracks. Then, too, it rained Friday morning and looked like it would continue, so all things considered, the program was a good one.

ACA road racer Dan Osborne cut his teeth for the first time on the speedway aboard a JAP racer, highlighting the action by giving the crowd an exciting exhibition.

The 100cc Main Event was plagued with mechanical troubles. For example, Mike Lane's Hodaka blew up right on the starting line. Chuck Saxton (Honda) came through for the win ahead of Yamaha-mounted Charlie Anderson.

The 250cc heat, Trophy Dash and Main Event turned out to be a clean sweep for Randy Ellis on the very potent Honda that Shorty Seabourne rode last year at the Long Beach indoor track.

For winning the Trophy Dash, Ellis got to kiss what I personally thought was one of the cutest trophy girls to come along in a long time. She was young, sweet, innocent and on and on – and I'm keeping her name and address a secret for myself.

(Results on page 20)

NEW! CAR MOUNTED CARRIER
WRITE: GarNoCo
Box 243, Novato, Calif.

RONNIE RALL FLIES ON A BENELLI

FOR DEALER INFORMATION IN SELECTED AREAS
Write: Jesse C. Levine National Sales Manager

COSMOPOLITAN MOTORS, INC.
Dept. A., 5521 Wayne Ave.,
Philadelphia, Pa. 19144

ELDER WINS 3 OUT OF 4 AT BRUSH PRAIRIE

Story and Photo by N.A. Williams

Bill Elder had a hard fight on his hands at the Lucky Spokes M.C. scrambles held in Brush Prairie, Wash. on May 26. Riding his 250cc Harley-Davidson, Bill won the 250cc Trophy Dash and A Main. Then he moved out against the bigger machines to take the Trophy Dash in the 500cc class.

Elder went into the 500cc A Main riding hard, but challenged strongly by Ken Hart on a 250cc Yamaha. Bill led the field up to the last two laps; then bad luck overtook him and he dropped out of the race with a broken chain. On the next lap Hart was sidelined with engine trouble.

This left the third place man Jerry Kouvo, to win the 500cc A Main Event. Kuovo also moved up one class to ride his Honda in the Open Class. He took second place in that one, behind Triumph-mounted Doyle McNett, who had earlier won the Open Class Trophy Dash.

(Results appeared last week)

H-D Sprint mounted Bill Elder went like a bomb at Brush Prairie, Wash. scrambles.

POWER RESEARCH & development co.
U.S. Distributor
GARDNER CARBURETOR
269 Orange Ave., Goleta, Calif. 93017

J. C. AGAJANIAN Presents . . A. M. A.
Motorcycle Races
Gates Open 6:30 First Race 8:15
EVERY FRIDAY NIGHT
Worlds Fastest Action Packed Half-Mile Dirt Track
T. T. RACES
SAT. NITE, JULY 6th
SPECIAL ADDED ATTRACTION
SIDE HACK RACES ON TT COURSE
Ascot
18400 S. Vermont-Gardena
Easly Reached -- Just Off
Harbor & San Diego Frwys.

HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA
Choice of Champions
HODAKA

DESERT LEADER

LOST ANGELS HARE SCRAMBLES
TRAILBIKE EXPERT CLASS
JUNE 16, 1968
1st JACK MORGAN – HODAKA
2nd ERIC JENSEN – HODAKA
3rd WES ANDERSON – HODAKA
TRAILBIKE AMATEUR CLASS
1st J. SPENCE – HODAKA
2nd F. McDUGAL – HODAKA

For a first-hand demonstration of HODAKABILITY, visit your dealer for a free test ride.

For the dealer nearest you, write: PABATCO P.O. BOX 327 ATHENA, OREGON 97813
HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA

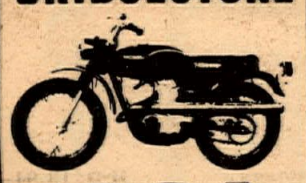
USED PARTS
ALL MAKES
40% TO 60% OFF
* YAMAHA DEALER *
SCRAMBLER MOTORCYCLES
1801 W. Burbank Blvd. Burbank, Calif.
849-5907 or 845-8738 Ext. 7

Filtron Air Filters, Judson Prods. Francisco Castoroil, Dri-slide, Fiberglass tanks & seats. John Cooper & Big John Boots. All available from
SIMPSON MOTORS
4210 San Fernando Rd. Glendale, Ca. 91204
(213) 247-3068

THE MAELY FLAT TRACK SPECIAL RACING BOOTS.
8" high, laced, weight 2 lbs. per pair
$15.95 plus c.o.d. postage
KEN MAELY
the shoeman
Route 2, Box 75B,
Corona, Calif.

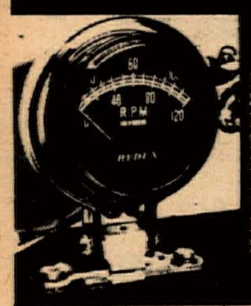
Ask the man who wears one!
$25. plus C.O.D. & Postage
Send boot or carboard cutout

Montesa – Hodaka – Kawasaki
WESTMINSTER SPORT CYCLE
Motorcycles
Guy R. Louis
(714) 893-7057
7574 Westminster Ave. Westminster, Cal.

BRIDGESTONE

100+ TRAIL
For the name of your nearest dealer.
So. Cal: McCulloch Distr. Inc.
(213) 772-2108

SALES SERVICE
HOCKIES MOTORCYCLES
HODAKA YANKEE OSSA GREEVES
Complete Machine Shop Facilities
22025 So. Figueroa
Torrance, California (213) 328-1242

NOW AVAILABLE THROUGH
JACK'S GO-SHOP
121 El Camino Real
San Bruno, Calif.
583-7763

TIRES–TUBES–YUSA BATTERIES–CHAIN–NGK PLUGS–MISC. MOTORCYCLE ACCES.

12,000 RPM Range
Shock Mounted
Easy to Install
Models for
1 cyl. 4 cycle
2 cyl. 4 cycle
1 cyl. 2 cycle
RETAIL PRICE
$34.95
Distributed by RYDEX INC.
1816 Georgia St.
Los Angeles, Calif. 90015
24 Hr. Ordering Service
(213) 749-5153
(Dealer Inquiries ONLY)

RESULTS

SAN BERNARDINO M.C. EUROPEAN SCRAMBLES
Mojave, Calif.
Sun., June 9, 1968
By Dick Wright

TRAIL BIKE NOVICE
1. Jim Summers Hod
2. Terry Clarke Hod
3. Wayne Ragland M-B
4. G.T. Garrett Yam

TRAIL BIKE AM/EXP.
1. Wes Anderson Jr. Hod
2. Frank Morgan Hod
3. Eric Jensen Hod
4. Roy Barnett Hod
5. Robert Waters Hod

500-OPEN NOVICE
1. Nick Gula C-Z
2. Chuck Raudman Tri
3. Bob Melton Tri
4. Duffy Hambleton Tri
5. Richard Hughes Tri

250 EXPERT
1. Larry Bergquist Bul
2. Gary Cole Hus
3. Lynn Fortner Hus
4. Gary Conrad Suz
5. George Zuber Gre

500-OPEN AMATEUR
1. Lynn Fortner (500cc) Hus
2. Don Hinckley(Open) Tri
3. Dennis Rampel (500cc) Hus
4. David Brewer Tri
5. Jim White Tri

250 AMATEUR
1. Bill Walters Hus
2. John Maroney C-Z
3. Arvil Sparks Yam
4. Harry Lawrie Hus

250 NOVICE
1. Carl Marshall Hus
2. Gary Westergaard Bul
3. W.L. Turner Gre
4. Robert Maley Bul

500-OPEN EXPERT
1. J.N. Roberts (500cc) Hus
2. Gary Conrad (500cc) Hus
3. Steve Staats (500cc) Bul
4. John Gaetz (Open) Tri
5. Tom Maxwell (Open) Nor
6. Spence Windbiel (Open) Tri
7. Barry Hirst (Open) Tri

MAMMOTH MOTO-CROSS
Sat., Sun., June 8-9, 1968
By Bill Pettigrew

0-100cc NOV./AMATEUR
1. Bill Pettigrew Hod
2. Bob Thure Bul
3. E. Moe Bell Hod
4. Kevin Hill Hod

101-250 NOVICE
1. Robert D. Davis Bul
2. Jean L. Ramsey Bul
3. George Cayssials Gre
4. James S. Ochler Hus
5. Jack Miller Mon
6. Steve Heath Hon

101-250 AMATEUR
1. Bob Myers Bul

101-250 EXPERT
1. Ron Nelson Mon
2. Preston Petty Suz

251-500 NOVICE
1. Warren Burrel Bul
2. Doug Westwood C-Z
3. Bill Stewart Mai
4. Butch Swanson BSA
5. Keith Blair Bul
6. Charles Tedrolo BSA
7. George A. Cryssials BSA

251-500 AMATEUR
1. Rod Brazil Gre
2. Bob Clark Bul
3. Toni Diebold BSA
4. Doug Busey Bul
5. Bart McMarry Gre

251-500 EXPERT
1. Paul Hunt Mat
2. Ron Nelson Mon

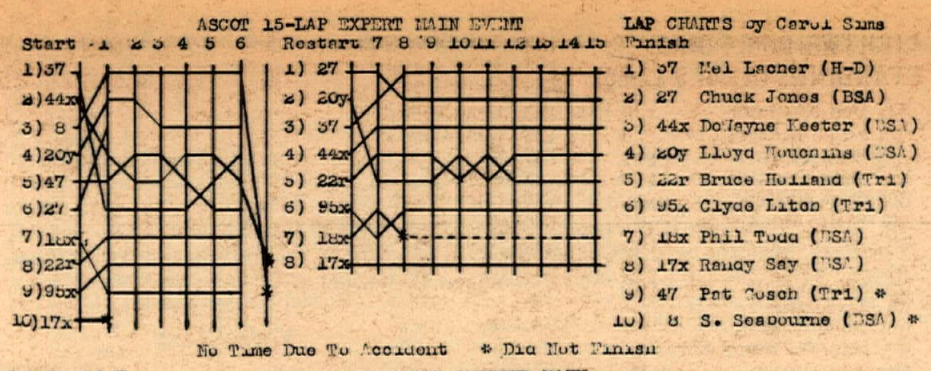
501-OPEN NOVICE
1. Roger McPeeters Tri
2. M. Schaffer Tri
3. Tom Mills Tri
4. Marvin Doyle Tri

501-OPEN AMATEUR
1. Babe Jay Tri

OVERALL SWEEPSTAKES WINNER
Bill Pettigrew Hod

1968 AMA NATIONAL POINT STANDINGS TO DATE

1. Bart Markel	202
2. Cal Rayborn	159
3. Gary Nixon	134
4. Fred Nix	115
5. Dan Haaby	94
6. Yvon du Hamel	91
7. Eugene Romero	84
8. Art Baumann	82
9. Jack McNairy	74
10. Ron Grant	67



No Time Due To Accident * Did Not Finish

ASCOT HALF-MILE
Gardena, Cal.
Fri., June 7, 1968

15-LAP EXP. MAIN EVENT
1. Mel Lacher H-D
2. DeWayne Keeter BSA
3. Shorty Seabourne BSA
4. Randy Say BSA
5. Phil Todd BSA
6. Sammy Tanner BSA

10-LAP AM. MAIN EVENT
1. Don Harms H-D
2. Tom Rockwood Tri
3. Geezer Emick BSA
4. Norm Elledge BSA
5. Harry Buchner BSA
6. Marshall Jennings BSA

Time: 3:56.70

8-LAP NOVICE MAIN EVENT
1. Keith Mashburn Yam
2. Dave Stroman H-D
3. Bob Fulton Yam
4. Terry Donaher Kaw
5. Rudy Galindo —
6. Don Dudek Yam

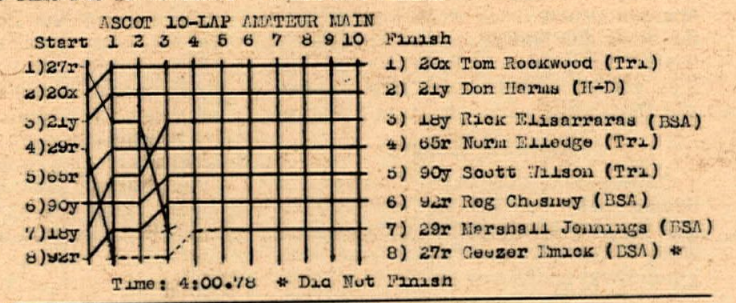
Time: 3:17.04

3-LAP EXP. TROPHY DASH
1. Mel Lacher H-D
2. Jim Nicholson BSA
3. DeWayne Keeter BSA
4. Albert Gunter BSA

Time: 1:10.78

3-LAP NOV. TROPHY DASH
1. Keith Mashburn Yam
2. Dave Stroman H-D
3. Don Dudek Yam
4. Bob Fulton Yam

Time: 1:15.49



Time: 4:00.78 * Did Not Finish

BENTON-LANE TT
Eugene, Ore.
Sat., June 8, 1968
By J.K. Lacey

TROPHY DASHES
NOVICE
Charlie Sheffel Bul

AMATEUR
Keith Nerseth BSA

EXPERT
Mark Williams Tri

NOVICE A MAIN
1. Mike Watkins Bul
2. Stan Stanford Hon
3. Ken Hart Yam

NOVICE B MAIN
1. Jim Herschback Hon
2. Skip Kocks Bul

AMATEUR A MAIN
1. Keith Nerseth Tri
2. Jim Gale Tri
3. Ike Reed Suz

AMATEUR B MAIN
1. Bill Manley H-D
2. Gil Ortmeyer Tri

EXPERT A MAIN
1. Alan Anderson Tri
2. T.L. Hoglan Nor
3. Mark Williams Tri

EXPERT B MAIN
1. Doyle McNatt Tri
2. Jan Potter H-D

SIDEWINDERS 3 STAR
Portland, Ore.,
Fri., June 7, 1968
By J.K. Lacey

TROPHY DASHES
NOVICE
Al Brackenbury Hon

AMATEUR
Dave Sheffel Tri

EXPERT
Mark Williams Tri

MAIN EVENTS
NOVICE A MAIN
1. Al Brackenbury Hon
2. Jack Mott BSA
3. Charlie Sheffel Bul

NOVICE B MAIN
1. Jim Herschback Hon
2. Jesse Rodriguez Suz

AMATEUR A MAIN
1. Dave Sheffel Tri
2. Ike Reed Suz
3. Bill Manley H-D

AMATEUR B MAIN
1. Len Kesey BSA
2. Duane Jordan Tri

EXPERT A MAIN
1. Sonny Burres Tri
2. Mark Williams Tri
3. Gary Davis Tri

EXPERT B MAIN
1. Ray Carroll Tri
2. Alan Anderson Tri

ORANGE COUNTY SHORT TRACK
Orange Co. Speedway
Fri., June 9, 1968
By Al Mark

100cc MAIN EVENT
1. Chuck Saxton Hon
2. Charlie Anderson Yam
3. Dave Lenar Suz

250cc TROPHY DASH
1. Randy Ellis Hon
2. Mike Lane Yam
3. Mike Van Scoy Tri
4. Chuck Saxton Hon

250cc MAIN EVENT
1. Randy Ellis Hon
2. Mike Lane Yam
3. Randy Layne Hon
4. Dave Lenar Oss
5. Chuck Saxton Hon
6. Mike Van Scoy Tri

NORRA Stardust 7–11, Las Vegas, Nevada
June 11 – 14, 1968

OVERALL POS.	CLASS POS.	CLASS/ NUMBER	CONTESTANTS	VEHICLE	TIME
1	1	VIII/6	Larry Berquist Gary Preston	Honda	22:05
2	2	VIII/4	Dick Dean John Coots	Triumph	23:53
3	1	VII/6	Gary Conrad Russ Darnell	Husqvarna	26:13
4	3	VIII/1	Steve Hurd Mike Patrick	Norton	26:52
5	1	V/17	Larry Minor Jack Bayer	Ford Bronco	27:17
6	2	VII/5	Lars Larsson John Kenyon	Husqvarna	28:26
7	4	VIII/9	Mike Burke Doyle Fields	Triumph	29:17
8	5	III/50	Gary Leupold Warren Seigfred	Triumph	29:32
9	1	III/6	Charles Andrade Don Richards	VW/Burro	30:11
10	2	V/6	James Taylor Chuck Hoyland	Ford Mutt	31:34
11	1	IV/15	Malcolm Smith Frankie Freeman	VW/Meyers Manx	31:55
12	2	III/76	Leroy Wickham John Sexton	VW/Claim Jumper	32:20
13	2	IV/63	Tiny Thompson Les Choat	Volvo/Burro	32:22
14	6	VIII/5	Tom Muto Bruce Dunford	Honda	33:05
15	3	V/13	Lonnie Beyer Virgil Garrison	Kaiser Jeep	34:02
16	3	III/19	Andy De Vercelly Tom McClelland	VW buggy	34:32
17	4	V/5	Charles Coye Don Wallen	Kaiser Jeep	36:04
18	1	VI/4	Monte Carlton James R. Bennewitz	Chevy V-8/Jeep	36:10
19	2	VI/21	Rod Fish Wally Smith	Kaiser Jeep	36:19
20	3	VI/3	Donnie Beyer Donald Richardson	Kaiser Jeep	36:54
21	3	IV/33	Donald Brinkley William Sims	VW buggy	39:11
22	5	V/16	Lee Linkogle Norman Williams	Kaiser Jeep	39:33
23	4	VI/14	Jim Loomis Bud Wright	Ford Bronco	39:36
24	6	V/1	W.R. Janowski Roger Gamaunt	Kaiser Jeep Wagoneer	39:38
DNF	DNF	VII/4	Don Watkins Bill Ydiano	Sachs	40:14
DNF	DNF	VI/22	Russ Smith Jack White	Kaiser Jeep	40:36
DNF	DNF	IV/26	Howard Jameson Clifford Hardle	VW buggy	41:06
DNF	DNF	V/19	Michael Kelley Lew Siepert	Kaiser Jeep	41:26
DNF	DNF	IV/19	Glenn Sheldon Tom Curl	VW buggy	42:52
DNF	DNF	III/69	John Tagonui James Chamberlain	VW/Ocelot	43:13

RESULTS

LIGHTWEIGHT POINT STANDINGS (As of 5-12-68)

51. Don Northern	120 Pts.
52. Steve Herrera	119
53. Hank Scott	119
54. Devon Sowell	118
55. Gary Bailey	115
56. Willie Hockie Jr.	107
57. Marty Endless	105
58. Leonard Baker	104
59. Sharon Wolf	100
60. Jack Holt	94
61. Doug Yerkes	94
62. Mary N. Harnisch	93
63. Ken Beach	90
64. Wade Zimmerman	90
65. Rich Parker	89
66. James R. West	89
67. Randy Ellis	86
68. Gary Griffing	86
69. Gary Riley	86
70. Robert Williams Jr.	83
71. Maureen A. Lee	81
72. Floyd Lewis	81
73. Jack Britton	80
74. David Brooks	80
75. R.J. Eigenbrod	80
76. John Rice	80
77. Dale Vames	80
78. Norm Elledge	78
79. K. Wright	78
80. Tom Clark	78
81. Rick James	75
82. Thomas Thurman	75
83. Terry Donaher	74
84. Ted Martin	74
85. Kenneth L. Martin	73
86. Marshal McIntosh	72
87. Jim Meriscal	70
88. Donald E. Bevans	68
89. Martin MacLean	68
90. Steve Italiano	66
91. Sal Acosta	65
92. Dennis E. Ray	65
93. Sandra Termin	65
94. Jon Garrish	61
95. Steve Rispin	61
96. Jim Arledge	60
97. Alexander Armstrong	60
98. Tom Culp	60
99. Dwayne Lundberg	60
100x. Troyce L. Gayle	59
101. Andry Skeel	58
102. Ed. Enochs	55
103. Gary Fishburn	55
104. Dale Lundberg	55
105. Richard E. Carver	53
106. Claude V. Long	53
107. Arthur Moya	53
108. Ray McCarty	51
109. Kristen R. Nolen	51
110. Jim F. Parker	51
111. Chuck Daly	50
112. Thomas McCartney	50
113. Hayward Mendenhall	50
114. Richard S. Scott	40
115. Bob Speier	50
116. Loyal Walker	49
117. H.D. Bloom	48
118. Bob Long	46
119. Hondo Vest Long	46
120. David Anderson	45
121. Larry Hammond	45
122. John Morgan Jones	45
123. Ronald McDaniels	45
124. Norman L. Modesett	45
125. Dave Stroman	45
126. Robert Willimas Sr.	45
127. Randy Roettele	44
128. William D. Bartels	43
129. Paul Schneider	41
130. Richard J. Talbot	41
131. Jim Goldsmith	40
132. Merl Holt	40
133. Larry Mane	40
134. Chuck Neeley	38
135. Marland J.McManus	38
136. Dave Lenar	36
137. Ralph Wilkinson	36
138. Larry Verdoorn	36
139. Harold Bankhead	35
140. Tony Mason	31
141. Michael Rendich	35
142. Fred Willard	35
143. Neil Winston	35
144. Gary Anderson	30
145. James Bassey III	30
146. Paul Coberly	30
147. John W. Colobero	30
148. John B. Hagey	30
149. Ron Hall	30
150. Robert F. Millner	30
151. Mike G. Runyard	30
152. Don L. Wehrman	30
153. Steve Bachelor	29
154. Robert A. Sanders	29
155. Rich C. Kouns	28
156. Ray Hernandez	28
157. Bill Hubbard	27
158. Gary Lane	27
159. Eugene L. Caldwell	25
160. Dan Puetz	25
161. Dan Rachford	25
162. Mike Radner	25
163. Chuck Thompson	25
164. Frank McDowell	24
165. Roy Griffing	23
166. Paul T. Lambert	23
167. Chuck Wheat Jr.	23
168. Jack C. Martin	22
169. Kenneth L. Neal	22
170. Tom Stowell	22
171. Maureen A. Ashton	21
172. Scott Autrey	21
173. Dale Bird	21
174. D.H. Blochwitz	21
175. Mike Lund	21
176. Robert H. Olds	21
177. Jim O'Neal	21
178. Kirk T. Redding	21
179. John E. Sandborn	21
180. Joe Sanderson	21
181. Artie Joe Smith	21
182. Tony Capistrano	20
183. Steve Larsen	20
184. Slade Long	20
185. Dean Hensley	19 Pts.
186. Dan Willits	19
187. Ken Johnson	18
188. Cecil Bailes	17
189. Gary Booth	16
190. John B. Colombero	16
191. Robert Kutkowski	16
192. Lloyd Miller	16
193. Robert D. Wamboldt	16
194. Rex Brady	15
195. Ron Burba	15
196. John S. Cecil	15
197. Bill Cody	15
198. Craig Cove	15
199. Joe Craine	15
200. Dave Fletcher	15
201. Tom Gifford	15
202. Albert A. Griswold	15
203. Robert T. Hardison	15
204. Daria E. James	15
205. John Donald Narby	15
206. Jeff Nolke	15
207. Jerry Robinson	15
208. Scott Smith	15
209. Bill Spann	15
210. John Ashton	14
211. Steve Lilly	14
212. Jay Border	13
213. Chet Burt	12
214. J.C. Lewis	12
215. Roy K. Nakamoto	12
216. Mickey Alzola	10
217. Peter Antista	10
218. Walt Crampton	10
219. Warner Davis	10
220. Denny Hansen	10
221. George E. Hicks	10
222. Keith Hummer	10
223. Danny Jones	10
224. Russel McGowen	10
225. Bruce Ogilvie	10
226. Ronald Powell	10
227. Ronald Rodriguez	10
228. Steve Sturgill	10
229. Ron Typer	10
230. Tom Vardeman	10
231. Dennis Voll	10
232. Lance E. Bailey	9
233. Billy J. Griffin	9
234. Don Harris	9
235. Johnny Keizer	8
236. Ronald P. Lambert	9
237. Ronnie Lyster	9
238. David Ryner	9
239. Chuck Saxton	9
240. Carl Sjolund	9
241. Chris L. Smith	9
242. Gary Stephens	9
243. Richard T. Haight	8
244. Bob Huntsman	9
245. Charles Lamoureux	8
246. Elaine G. Olds	8
247. S. B. Talbot	8
248. Ron Wolff	8
249. Larry Bochkay	7
250. Bill Hisey	7
251. Charles Karges	7
252. Jack Lamovreus	7
253. Bill Love	7
254. Jeff Robin	7
255. Ronnie Rondell Jr	7
256. Roberto Roubicek	7
257. Wade S. Carroll	6
258. Bob Chivvis	6
259. Thomas C. Cooper	6
260. Don L. Hedges	6
261. David C. Morris	6
262. Chuck Parkison Jr.	6
263. Gerald L. Petroha	6
264. Jim Poulnott	6
265. Brian Savage	6
266. Nick Verardo	6
267. Richard Dorr	5
268. Fred L. Grabowski	5
269. Robert E. Powell	5
270. Edwardo Roubicek	5
271. Robert Sanders	5
272. Chris K. Smith	5
273. Alvin A. Summers	5
274. Jim Cooke	4
275. Kenny Distler	4
276. Gilbert Granillo	4
277. Steve Jones	4
278. Ron Killingsworth	4
279. Kenneth MacLean	4
280. John D. Wright	4
281. Ronald F. Bell	3
282. David C. Douglas	3
283. Ed. Gilmore	3
284. Dewey Jay Graham	3
285. Scott Hoffee	3
286. Dan Ney	2
287. Norman R. Walke	2
288. Bill Potts	1

15-MILE NATIONAL CHAMPIONSHIP
Louisville, Ky., Sun., June 9, 1968

30-LAP EXPERT FINAL

1. Bart Markel	H-D
2. Dan Haaby	H-D
3. Gene Romero	H-D
4. Chuck Palmgren	Tri
5. Fred Nix	H-D
6. Cal Rayborn	H-D
7. Gary Nixon	Tri
8. Ronnie Rall	H-D

14-LAP AMATEUR FINAL

1. Larry Darr	H-D
2. Bob Maiers	BSA
3. Larry Evener	H-D
4. Robert Wagner	BSA
5. Jerry Stokes	H-D
6. Louis Moniz Jr.	H-D

AFM POINT STANDINGS (As of May 30, 1968)

By T.R. Finlay

NATIONAL MOTO-CROSS (Two Meetings)

125cc	
1. Gary Bailey	16 Pts.
2. Jerry Mathel	10
3. Don Vesco	6
250cc	
1. Gary Conrad	12
2. Russ Darnell	11
3. John Desoto	7
500cc	
1. J.N. Roberts	14
2. Gary Bailey (tie)	10
3. Ron Nelson (tie)	10

NATIONAL ROAD RACES (Five Meetings)

50cc	
1. Tom Cleghorn	16
2. Ed Clement	16
3. Bill Cleghorn	14
100cc	
1. Tom Howard	25
2. David Scott	16
3. Georganne Muhlberg	14
125cc	
1. Pete Giordanengo	34
2. Eldon Parker	18
3. Reg Pridmore	16
175cc	
1. Dave Allee	24
2. Rich Stuelke	21
3. Mike Velasco	10
250cc	
1. Ron Grant	32
2. Jody Nicholas	16
3. Ralph White	14
350cc	
1. James Chen	22
2. Don Vesco	20
3. Ralph White	16
500cc	
1. Ron Grant	25
2. Bill Lyons (tie)	24
3. Reg Pridmore (tie)	24
1000cc	
1. John McGillivray	20
2. Jerry Winter	12
3. Jody Nicholas	8
4. Phil Makanna	8

CYCLELAND SPEEDWAY
Chico, Cal., Sat., June 1, 1968

By Lisa Willis

100cc CLASS	
1. Joe Allen	Kaw
2. Steve Sigler	Yam
3. John Allen	M-B
4. Wally Anderson	Bul
200cc CLASS	
1. Mike Ellis	Yam
2. Steve Norberg	—
3. Mike Rockwell	Yam
4. Dale Wondergem	Hon
250cc CLASS	
1. Manfred Heyrend	Yam
2. Joe Henery	Duc
3. Terry Goff	Yam
4. Ken Norberg	Yam
5. Mike Corcoran	Bul

ELSINORE TT SCRAMBLES
Elsinore, Cal., Sat., June 8, 1968

By John Taylor

100cc NOVICE (First Main)	
H. Egge Jr.	Kaw
J. West	Hon
T. Trana	—
100 NOVICE (Second Main)	
L. Bird	Yam
S. Hyder	Hon
R. Wagnier	Bul
200 NOVICE	
R. McLeod	Bul
R. Norman	Bri
M. Little	—
250 NOVICE	
R. Ellis	Bul
V. Hannan	Kaw
K. Stafford	Yam
350 NOVICE	
B. Huntsman	Yam
J. Herrett	Yam
B. Mayer	Hon
500 NOVICE	
D. Finley	BSA
E. Hein	Tri
G. Nord	BSA
OPEN NOVICE	
C. Sjolund	Tri
D. Finley	BSA
T. Simpson	Tri
100 EXPERT	
D. Aldana	Suz
D. Hopkins	Hod
K. Tennis	Hod
250 EXPERT	
K. Mashburn	Yam
R. Ellis	Bul
J. Lindeburg	Gre
500 OPEN EXPERT	
D. Lener	BSA
J. Peterson	BSA
D. Dudek	Tri

FREMONT SCRAMBLES
Fremont, Cal., Sun., June 2, 1968

By Larry Stewart

650 EXPERT	
1. Russ Powell	Tri
2. Bob Haynes	Tri
3. Bruce Anderson	Tri
4. Gene Conant	Tri
5. Bill Flett	Tri
650 AMATEUR	
1. Louie Garcia	Tri
2. Dennis Brennan	Tri
3. Dale Gray	BSA
4. Mario Renaldi	BSA
5. Bob Robertson	BSA
650 NOVICE	
1. Pat Bunds	BSA
2. Mike Young	BSA
3. Marc Smith	BSA
4. Ron Cotta	BSA
5. Frank Elleard	BSA
500 EXPERT	
1. Bob Grossi	Mon
2. Bob Sousa	Tri
3. Bruce Teixeira	Tri
500 AMATEUR	
1. Gerry Creech	Tri
2. Jerry Chadin	Tri
3. Rick Slatter	Tri
4. Gene Lount	BSA
5. Al Rodrigues	Tri
500 NOVICE	
1. Jerry Bowers	BSA
2. Rich Jacobs	Tri
3. Rich Crane	Tri
4. Dave Newman	BSA
5. Fred Trifilo	BSA
350 AMATEUR	
1. Vem Tranberg	Hon
2. Don Murray	Hon
3. Bud Riddle	Yam
350 NOVICE	
1. John Anderson	Hon
2. Payne Taylor	Hon
3. Colin Cahill	Hon
4. Bill Bourgeois	Hon
5. Elmer Willey	Mai
250 EXPERT	
1. Paul Johnson	Suz
2. Allen Kenyon	Bul
3. Jon Card	Bul
4. Gene Conant	Bul
5. John Silva	Bul
250 AMATEUR	
1. Scott Diffenbaugh	Suz
2. Randy Love	Bul
3. Keith Carlson	Hus
4. Steve Wilson	Oss
5. Joe Soto	Bul
250 NOVICE	
1. Toby Moya	Bul
2. Jim Spalding	Bul
3. Ray Pilkington	Bul
4. Joe Pearce	Bul
5. Dan Erickson	Bul
6. Bob Perry	Bul
7. Larry Frey	Bul
200 AMATEUR	
1. Lynn Mobley	Bul
2. Ed Davis	Oss
3. Barry Brown	Bul
4. Pat Bunds	Bul
5. Jon Ogilvie	Bul
200 NOVICE	
1. Don Cowles	Bul
2. Buffalo Willis	Bul
3. Mike Farley	Bri
4. Stanley Caffott	Bul
100 AM./EXPERT	
1. John Brown	Hod
2. Derek Olsen	Suz
3. Jack Jensen	M-B
4. John Gennai	M-B
100 NOVICE	
1. Ivan Shigemasa	Hod
2. Dave Pestoni	Suz
3. Dave Payton	Hod
4. Les Costanza	Bul
5. Walt Nunes	

TROJAN SHORT TRACK
So. Gate, Cal., Wed., June 5, 1968

By Mike Capalite

100cc JUNIOR	
1. Paul Shaurer	Yam
2. Chris Smith	Kaw
3. Dan Hazel	Yam
4. R. Carpenter	Hod
5. Rex McCleod	Yam
100cc SENIOR	
1. Jimmy Raymond	Suz
2. Paul Wilde	Yam
250cc JUNIOR	
1. Ronald LaMastus	Yam
2. Loyal Walker	Bul
3. Dennis Burkman	Hon
250cc SENIOR	
1. Randy Ellis	Hon
2. Stan Rogers	Bul
3. Carroll Skov	Bul
4. Mike Boal	Bul
100cc TROPHY DASH	
1. Paul Wilde	Yam
250cc TROPHY DASH	
1. Carroll Skov	Bul

HI BOOTS TT SCRAMBLES
Dehesa, Cal., Sun., June 9, 1968

By Bill Harmer

POWDER PUFF	
1. C. Chiara	Hod
2. D. Reon	Hod
3. C. Gooding	Hod
100cc NOVICE MAIN	
1. Randy Cushman	Yam
2. Eric Crippa	Yam
3. Doug Maloney	Hod
100cc EXPERT MOTOS	
1. Doy Davis	Hod
2. Jim McGuire	Hod
3. Harry Hayes	Suz
200cc MOTOS	
1. E. Murie	Bul
2. Larry Collie	Kaw
3. Wayne Clark	Yam
250cc NOVICE MOTOS	
1. Jim Chitwood	Yam
2. Jack Sweeny	Bul
3. Lyle Law	Mon
250cc EXPERT MOTOS	
1. Grant Brown	Yam
2. Harry Hayes	H-D
3. Vic Hannan	Kaw
OPEN NOVICE MOTOS	
1. John Harrett	Yam
2. John R. Hoy	Tri
3. Sean Walsh	Mai
OPEN EXPERT	
1. Al Finan	Tri
2. Wayne Hosaka	BSA
3. Jim Harmon	Nor

A.H.R.A. SPRING NATIONALS
Bristol, Tenn., June 7-8-9, 1968

TOP FUEL:		
Bob Barker	H-D	10.31—144.00
RUNNER UP:		
Larry Nance	H-D	(Shut Off)
TOP GAS:		
Routt & Welch	Tri	10.79—133.33
RUNNER UP:		
Earl Harrington	Yam	13.89— 93.75
COMPETITION ELIMINATOR:		
C.D. Candler	Nor	13.36— 98.08
RUNNER UP:		
Buddy Boggs	H-D	13.94—101.80
CLASS WINNERS:		
STOCK:		
CB — Candler	Nor	13.36— 98.08
EB — James Sisson	Yam	18.02— 68.75
MODIFIED:		
AMB — B. Boggs	H-D	13.94—101.80
BMB — T. Sisson	H-D	— —
CMB — L. Campbell	Tri	13.42— 97.61
EMB — B. Luther	Yam	16.03— 80.64
HMB — C. Elder	Bri	17.04— 72.81
JMB — J. Cullor	Yam	16.53— 68.59
FUEL:		
AFOB — R. Quesenberry	H-D	10.82—134.32
DFOB — M. Redden	Hon	13.86— 95.33
MODIFIED:		
CMB — Larry Campbell	Tri	— 114.64
EMB — Bob Luther	Yam	— 80.64
HMB — Corty Elder	Bri	13.38— 72.81
JMB — Jim Cullor	Yam	16.36— 75.94
GAS:		
AGOB — Sonny Routt	Tri	— 134.00
DGOB — Earl Harrington	Yam	13.89— 93.75
FUEL:		
DFOB — Michael Redden	Hon	13.86— 95.33

ASCOT PARK HALF-MILE
Gardena, Cal., Fri., June 14, 1968

By Carol Sims

15-LAP EXP. MAIN EVENT

1. Mel Lacher	H-D
2. Chuck Jones	BSA
3. DeWayne Keeter	BSA
4. Lloyd Houchins	BSA
5. Bruce Holland	Tri
6. Clyde Litch	Tri
7. Phil Todd	BSA
8. Randy Say	BSA
9. Pat Gosch	Tri*
10. Shorty Seabourne	BSA*

*No Time Due To Accident

3-LAP EXP. TROPHY DASH

1. Mel Lacher	H-D
2. DeWayne Keeter	BSA
3. Shorty Seabourne	BSA
4. Geezer Emick(Am.)	BSA

Time: 1:12.19

10-LAP AM. MAIN EVENT

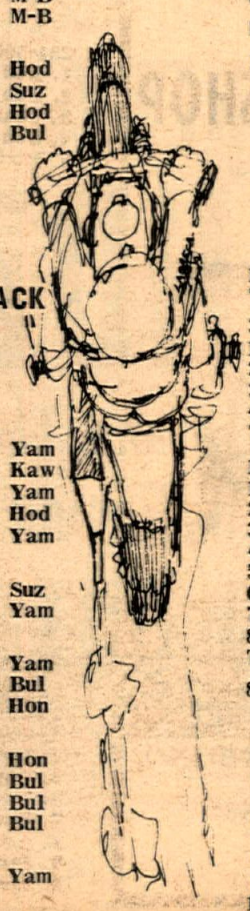
1. Tom Rockwood	Tri
2. Don Harms	H-D
3. Rick Elisarraras	BSA
4. Norm Elledge	Tri
5. Scott Wilson	Tri
6. Reg Chosney	BSA
7. Marshall Jennings	BSA
8. Geezer Emick	BSA*

Time: 4:00.78

8-LAP NOV. MAIN EVENT

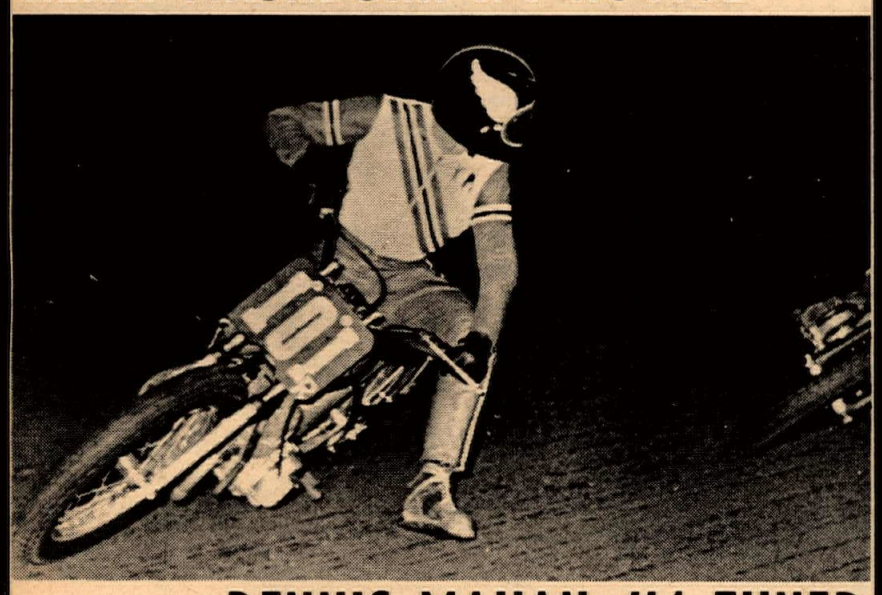
1. Keith Mashburn	Yam
2. Terry Donaher	Kaw
3. Dave Stroman	H-D
4. Bob Fulton	Yam
5. Rudy Galindo	Yam
6. Tom Sherman	H-D
7. Dave Aldana	BSA
8. Don Dudek	Yam
9. Gil Robbins	Yam
10. Randy Smith	Suz*

Time: 3:18.68 *Did Not Finish



DO YOU HAVE THIS CONFIDENCE IN YOUR OIL?

KEITH MASHBURN #1 NOVICE



DENNIS MAHAN #1 TUNER

THE WINNERS DO!

8 out of 10 Ascot Winners

RELY ON

BLENDZALL

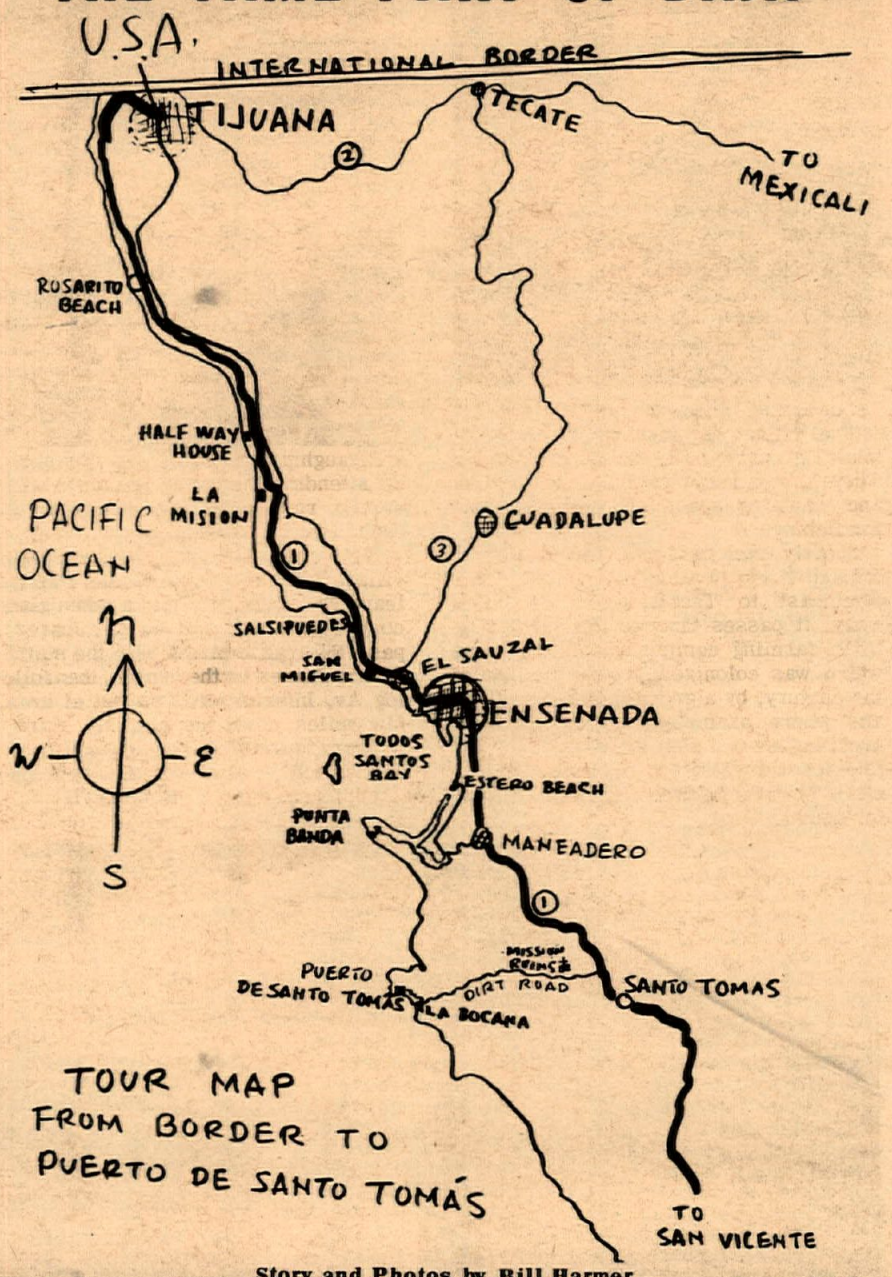
2 Cycle and The NEW
4 Cycle Racing Castor

FIND OUT WHY

IN SO. CALIF. CONTACT
Service and Sales Rep.
ARAGON Dist. Co.
223 N. Camino Real
Monrovia, Calif.
(213) 447-8342

MANUFACTURED BY
Addzip Additives
1433 1st Street
Escalon, Calif. 95320

TOURING THE TAME PART OF BAJA



TOUR MAP FROM BORDER TO PUERTO DE SANTO TOMÁS

Story and Photos by Bill Harmer

Baja California (Lower California) has come to the attention of cycle enthusiasts recently through the NORRA rally (which although won by a dune buggy the first time, will undoubtedly be won by a motorcycle when it is resumed this coming fall, and is pictured in the average peron's mind as a rugged, mountainous finger of land about the size of the state of Florida. The peninsula is roughly 800 miles long and ranges in width from 30 to 145 miles. In the Northern section there are mountains attaining heights of more than 10,000 feet with pine forests abounding with deer and other wild game. Here, the climate is a continuation of the section of California that it borders. Thus, Tijuana is similar to San Diego, and Mexicali is like Calexico and other Imperial Valley towns. Winter rainfall along the Pacific Coast is farily heavy with snow in the mountains but with practically no precipitation and great extremes of temperature East of the mountains.

The population of the state is concentrated in several cities in the north, namely: Tijuana, Tecate, Mexicali and the beautiful port of Ensenda, from which the huge yearly cotton crop of the lush Mexicali Valley is exported. These cities are connected by a system of paved roads that are almost untravelled by other than trucks and busses. The little villages along the way are populated by friendly people who are eager to make your acquaintance and offer assistance when needed. The scenery, whether desert, mountainous or coastal, is without equal and offers an unparalleled area for the touring cyclist to discover.

Baja can best be described as similar to our own "Wild West" of 75 to 100 years ago, in its more primitive sections, where the burro, horse and mule still play an important part in transportation and agriculture. In the remote areas, communications are obsolete or nonexistent. In the villages, even in the more populated areas, it is like our small towns of 60 to 75 years ago. Mostly outdoor plumbing and no running water, electricity or telephones with the possible exception of one phone at the telegraph office. However, this primitive land is beautiful and adventureous and offers smog-plagued Americanos the opportunity, in just a couple hours' time, to get away from the pressure and bustle of the big cities and relax in the beauty and serenity of a completely charming foreign country.

In our last story about Baja, we took a short run down the new expressway to the Half Way House (Medio Camino) and covered the recommended precautions that one should observe while in Mexico, but one is worth repeating: be sure to stop at the border and take out a full coverage insurance policy with a Mexican Company. It can save you a lot of trouble and even keep you out of jail in case you're involved in an accident. Another prerequisite, if you plan on travelling beyond Ensenada, is a tourist permit which may be obtained free by taking your birth certificate or other proof of citizenship to the Mexican Consul's office in L.A. or San Diego. It will be examined and stamped by an official of the immigration dept. at the check station about 10 miles south of Ensenada.

In our previous Baja tour story, we left you at the Half Way House, which is just 30 miles south of Tijuana and a good place to eat and drink. It also boasts spotless, American-type rest rooms. On weekends and holidays a little Mexican band plays from noon on for those who come to dance. As we proceed south along the new expressway (toll road), we pass the American colony of "La Mision" about 7 miles beyond the Half Way House. It is a community of beautiful homes built by Americans on land leased to them by a Mr. Stocker who controls a great deal of the coastal property. It can only be leased as Mexican law forbids ownership of coastal land by foreigners.

"Get Out If You Can"

Ten miles beyond La Mision, we speed by the settlement and former ranch of "Salsipuedes" where there are a few tourist cabins for rent. The name, Salsipuedas, literally means, "Get out if you can" and is a holdover from the days of square rigged ships when it was necessary to have the prevailing wind from your stern quarter to sail out of an anchorage. At this cove there was seldom, if ever, an off shore breeze, which would trap unwary skippers for weeks at a time. Spanish captains marked their charts, "Salsipuedes" so they wouldn't get caught again. Many anchorages on both coasts of Baja are so marked on the old sailing charts and are carried down on modern maps.

Continuing onward, we pass the San Miguel village, another American colony made up principally of mobile homes. They have a restaurant and rent trailer and camping space as well as boats for fishing.

Shortly, we pass the intersection of Mexico Hiway 3 which turns off to the Northeast to Tecate, about 65 miles away. It passes through the interesting little farming community of Guadalupe which was colonized, around the turn of the century, by a group of white Russians and where examples of Russian style architecture are still in evidence as are tow-headed children. This is another story however, which will have to wait for another time.

About a half-mile south of the Mexico 3 intersection, we ride through El Sauzal. Built around one of the largest fish canneries in Mexico, it is owned by the heirs of the late General Abelardo Rodriguez, former president of Mexico, who made his home here in a magnificent Spanish colonial mansion which can be seen off to the left, surrounded by olive groves which supply the oil for the fish cannery.

We soon come to a fork in the road. Either road will take you into the city of Ensendada. The right road goes by way of the shipping area where acres of baled cotton may be seen awaiting shipment to Japan and other countries. We proceed on into the center of town to Avenida Benito Juarez which we follow south across the bridge across the Arroyo (Dry Creek) Ensenada. On this street there are several good gasoline stations where you may top off your tank. Watch carefully unless you enjoy gasoline all over your paint. The best grade of Mexican gas sells for 90 centavos per liter which figures out about 21.5¢ per American gallon. They'll gladly accept U.S. currency but cannot always give you all your change in American money but don't let it worry you because theirs serves better than ours from here on.

A lot can be written about Ensenada, with its fine restaurants and luxurious hotels, fabulous sportfishing, swimming and naughty night spots, but why not plan on attending the Cycle News annual Ensenada run (to be announced) and discover this fascinating town for yourself?

As our destination is a little fishing village some 40 miles further, we must leave Ensenada with just a taken glance, continuing southward on Av. Juarez, on pass the traffic circle with the statue of Benito Juarez in the center, then following Av. Internacional on out of town. A few miles down the road we skirt the military quartel and the Ensenada airport which is also the military airport. About 6 miles from town we will pass the turn-off to Estero Beach, a resort trailer camp and motel. It boasts good surf fishing and other water sports and is patronized principally by Americans.

Get Your Permit

About 10 miles south of Ensenada, we stop at the immigration station at Maneadero and get our tourist permits stamped. If you neglected to obtain one, you will be told that this is as far as you are permitted to penetrate the country. However, I have found that unless you are planning on going all the way down the peninsula, an engraving of George Washington wrapped around your driver's license will get you permission to continue.

We proceed slowly through the village of Maneadero (about 1/2 mile) until we come to fork in the road. The right branch goes to Punta Banda where one can camp near the famous "Bufadora" which is probably the world's largest tidal blow hole. The pressure builds up in an underground cave until suddenly, with a roar like a jet plane taking off, water spouts as high as a 20-story building. It is well worth a visit, but this time we're continuing south so we take the left branch and speed along the main highway through maintains and valleys until we arrive in the valley of Santo Tomas. Lush and green with grape vineyards and other crops, there seems to be an abundance of water and the farmers have an ingenious system of irrigation ditches and pipes to supply their fields with water.

The Mission Santo Tomas was built by the Dominican Fathers about 175 years ago. Vineyards were planted to furnish altar wines. The wines produced here were of fine quality and became famous throughout the Republic and even today Santo Tomas wines are considered the finest in Mexico. The winery has long since been moved to Ensenada, however, and the original vineyards are able to produce only part of the grapes needed for today's production. There is a small settlement here with motel, restaurant and curio store called El Palomar.

We are planning on leaving the main road a couple of miles this side of the settlement, so better check your odometer at Ensenada and start looking for a turn off road on the right almost exactly 27 miles from Ensendad. There used to be a big rock with a sign "Ejido Ajusco" but all there is now is a make shift cattle guard which you should cross very carefully.

Watch it Now!

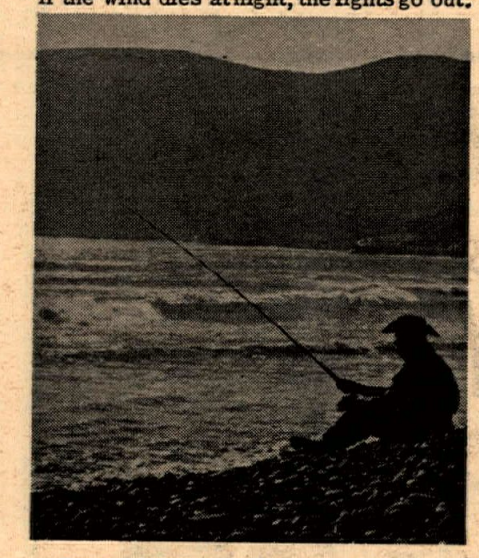
If you are not a better than average rider with some dirt experience, it might be advisable to spend the night at the settlement and forget the next 18 miles of dirt road. Under no circumstances should it be tried riding double. From here on that big bike that we all love so well on the broad ribbons of asphalt, is strictly a hazard. Much of the road is "wash board" and in other sections the ruts have been filled with Mexican gravel containing some stones as big as baseballs (but not round).

If you're still with us, 3-1/2 miles off the pavement, we can stop and examine the runis of the old Santo Tomas Mission. It was founded late in the 18th centry. At one time it supported about 1,000 Indians and huge herds of cattle and sheep, but in the mid-19th century an epidemic wiped out the Indians and the mission was soon abandoned.

Slightly rested, we press on. Shortly we come to a fork of which we take the right branch and continue on for 12 more miles where we see a little store on the left side of the road. It is under a grove of trees and a windmill is pumping water out of the dry river bed and just a stone's throw beyond, we see the surf breaking on a sandy beach. The sign says "Playa Sto. Tomas" (Santo Tomas Beach) but the map calls the place "La Bocana." The store charges 15¢ for cold drinks and collects $1.00 a night for camping, so unless you just can't face the last 3 miles of dirt road, press on northward. The next 3 miles are the hardest, as you will guess as you ascend an almost impossible hill for about 100 feet. Automobiles have tried a couple of routes and there are ruts to follow but both are about equal. Our BMW made it, however.

A Cliff-Hanger

Now we travel a deeply rutted shelf road along the cliffs above the ocean. I needn't warn you to be careful here. Even walking this road gives you a thrill. Approaching the end of the trip you will see a beautiful wind-protected cove with a dozen or so boats on its smooth surface and on the bluff overlooking the sea is the fishing settlement of "Puerto de Santo Tomas" (Port of St. Tgomas). It is a group of buildings, including a store and restaurant and another half-circle-shaped building which has rooms for tourists. On the hill behind the store is a windmill which generates electricity. If the wind dies at night, the lights go out.

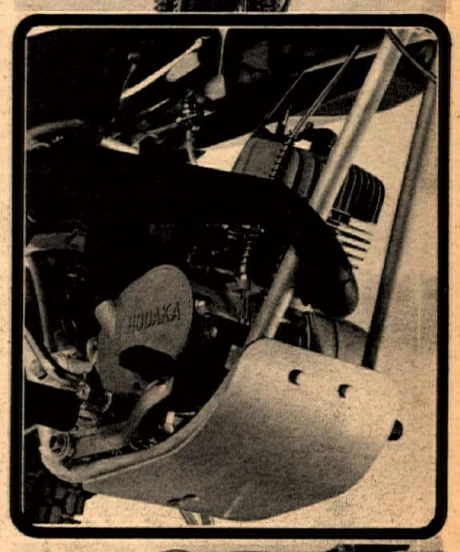


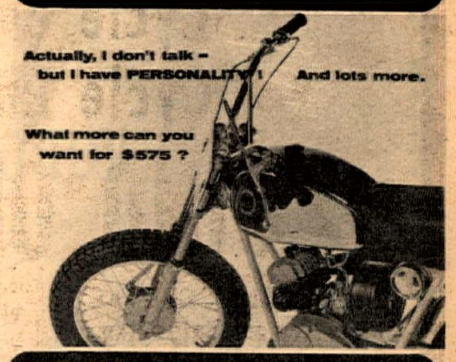
Senor Armador, the proprietor, will give you permission to camp wherever you like at no charge. He'll sell you bait for fishing and let you name your own price and he'll point out the best spots to catch fish from the shore or he'll find someone to take you out in a boat at a nominal charge.

After camp is made you can catch a string of fish for supper but no matter what you have to eat it will taste delicious and after the coals of the camp fire cease to glow you find that you will sleep like a baby in spits of thinking about those 18 miles of bad road before you get back to the pavement.

Shell Thuet Guy Louis
SHELL MOTORS
TRIUMPH
3365 Century Blvd.– Lynwood – NE.8-4864

HEY, Look Me Over !





STEEN'S POWER PARTS SPORT CENTER
1635 W. valley · alhambra

Dealer & Services Directory

RATES: $75 per year (50 issues) for each single business listing, payable in advance.

ARIZONA

PHOENIX

BUDDY STUBBS – ARIZONA H-D. Serving all of Ariz. Complete stock of everything for H-D. Four factory-trained mechanics. Open 9-6 Tues.-Sat. 2507 E. Mc Dowell Rd., Phoenix 85008. Tel: (602) 275-7677.

CALIFORNIA

ALHAMBRA

STEEN'S Inc. 1635 W. Valley Blvd. (213) 289-4351. Wholesale and Retail, Ceriani Forks and Rear Suspension, Rickman Metisse Kits, Magura Levers, Filtron Air Cleaners, Taco Mini-Bikes, Hodaka SS Dirt Bikes. "The Home of SUPERGOODIES" 8:30-5:30 Mon-Fri., 8:30-2:00 Sat.

ANAHEIM

ROBERT M. LAW M/C SALES & SVC. 239 N. Anaheim Blvd., Anaheim. (714) 533-1309. "We specialize in after-sales service." Triumph, Yamaha, Greeves.

NORM REEVES ANAHEIM, 224 N. Anaheim Blvd. (714) 535-3647. Orange County's biggest m/c dealer. Honda, Bul., BSA, Hod., Moto Beta & Kawa. Complete parts and service.

BARSTOW

Say "Hi" to Hank & Solo Suzuki at the DESERT CYCLE CENTER, 27117 W. Main St., Barstow. The friendliest shop & only Cycle News dlr. in Barstow. If your name was in last issue get a free copy from us. Mon. thru Sat. 9 a.m.–6 p.m. Tel. 256-2489.

BELLFLOWER

BELLFLOWER M/C SHOP, INC., 9135 E. Compton Blvd. (2 Blks. E. of Lakewood) Bellflower, 925-5093. "We emphasize service." Tri., Yam., Mon.

PAUL'S HARLEY-DAVIDSON-16211 S. Lakewood Blvd., Bellflower. Tel. ME 4-1222. Paul Lass. Large selec. of new & used motorcycles. Write for mail order parts new or used.

BURBANK

ROEHR BROS. Inc. (Sports Life) 317 N. Victory Blvd., Burbank 842-4847 or 849-4921 U.S. Dist. for Van Tech, Yam., Mon., Hod., Kawa., Moto Guzzi, M/B, Bonanza. Mon. & Fri. 9–9 Tues. – Thurs. 9–6.

CANOGA PARK

INTERNATIONAL M/C CO. 7233 Canoga Ave., Canoga Park. (213) 346-3700. 100's of used parts. Cyl. rebors. Tri., Yam., Hod., Moto-Beta.

CITY OF INDUSTRY

HONDA HORSEPOWER Engine building and speed modifications. Porting and polishing, expert crank rebuilding, high performance cams, big bore and stroker kits, etc. For free brochure send self-addressed stamped envelope to MOTORCYCLE SPECIALTIES COMPANY, 926 Alleron, City of Industry, Cal. 91744 or call (213) 330-3617.

COMPTON

CUSTOM CITY SPORTS CENTER Sales & Svc. Yam., Mini-bikes, Totegotes, m/c trailers, cust. acces. See us before you deal, buy, sell, trade. 15721 S. Atlantic, Compton, 635–8058.

JACK SIMMONS Motorcycle sales & service. Norton, Suzuki, Ducati, Matchless. Service our specialty – complete machine shop, speed tuning & heliarc welding. Open 6 days, Mon. through Fri. 9 a.m.–9 p.m. 15514 So. Atlantic, Compton, Calif. Phone (213) 639-2777.

CORONA

FLOYD BURK dba CORONA M/C CENTER. We have Honda, Triumph, BMW, Greeves & Hodaka. Centrally located for Orange & Riverside Counties. Open 6 days. Half-mile N. of Riverside Fwy. 620 N. Main at River Road (714) 735-5600.

CULVER CITY

HONDA CULVER CITY – Honda, BSA, Hodaka. Sales, service, parts. 29 years of motorcycle exper. 4421 Sepulveda. (1 blk off S.D. Fwy.) 391-6217. Daily 9–6:30. Sun. 12–4:00. Spec. in Hodaka Hop-Up.

TED EVANS Motorcycle Sales and Service. Complete line of accessories for Triumph, Yamaha and Bultaco. Street and speed tuning our specialty. Open daily 9 to 5, Sat. 8 to 5, closed Sun. & Mon. 13347 W. Washington Blvd. (213) 390-3406.

DOWNEY

NORM REEVES DOWNEY Honda, BSA, BMW, Bul, Moto Beta, Hod., Kawa. Largest selection of new and used m/cs anywhere. Mod. parts & service dept. "We trade for anything of value." 9536 E. Firestone Blvd. (213) 869-0600.

GARDENA

CB MOTORS – Bultaco sales. We svc. all makes. Villiers spares. Trail, street or sports; we fill the bill. Charlie Hockie & Bill Thorwaldson. 1149 W. El Segundo Blvd., Gardena. (213) 756-1669.

HONDA OF GARDENA, 15515 S. Western Ave., Gardena. Ph: 770-0603 or 323-8314. Begin. private train. course, free riding inst. Come in or call for full info.

GLENDALE

HONDA OF GLENDALE "Where you meet the nicest people." Large stock of parts. Finest mech. & courteous personnel. Also Kawa. & BMW. Sure would like to meet you at 905 E. Colorado St. in Glendale, just across from Bob's Big Boy. (213) 246-2461.

HUNTINGTON BEACH

BOB WILSHIRE HONDA, 17091 Beach Blvd., Huntington Beach, Calif. 92247. Tel. (714) 842-5531. Orange County's newest Honda dealer. Sales, service and parts. Bank financing. Open 7–7 Tues. thru Sat., Sunday 10–6. Closed Mondays. Mechanic needed.

INGLEWOOD

CROWELL CYCLE SHOP, 10427 Prairie Ave., Inglewood. OR 3-9573. Match., Hod., Bul. Complete parts and Svc. for all makes. Open 6 days 9–7.

HARLEY-DAVIDSON OF INGLEWOOD 901 N. LaBrea Blvd. Authorized H-D dealer for Inglewood area. Specializing in Road riders access. & parts for all models. Full equipped service dept. with fact. trained mechs. Open Tues.–Sat. 9–6. 671–7609.

ONE STOP CYCLE SHOPPING – Authorized dlr. for Hon., Tri., Gre., BMW. Sales, Svc. parts & Ins. Bill Krause Honda–Triumph, 1257 S. La Brea Blvd., Inglewood. 678-5035. "The M/C Dept. Store."

LAWNDALE

LAWNDALE CYCLE – Suz., BSA, Velocette, Ducati. "Best dealer in town" Speedy 1-day service is our standard. 15324 Hawthorne Blvd. Telephone: SP 2-1822 – 676-0161.

LONG BEACH

DALE BROWN M/C's, 2441 Long Beach Blvd., Long Beach, 427–8941. Suzuki, Bultaco, Norton, Ducati, Mustang. Complete parts, accessories, and service. M/C insurance. Financing. Ask about our discount club. Watch for our monthly specials!

HARLEY-DAVIDSON OF LONG BEACH 3654 Long Beach Blvd., 426–7101. H-D dealer for Long Beach area. Full line of parts & acces. for both Road & Comp. riders. Top quality service, fully equipped svc. dept. Open Tues.–Fri. 8–6, Sat. til 5.

JOE KOONS SALES & SERVICE – BSA, BMW, Suz. and Vespa. Full parts & acces. for all makes. Large qual. service dept. fully staffed with trained mech. Bring in your bike and see what we can do. 1350 E. Anaheim, Long Beach, 591–7159 open Mon. thru Sat. 8–6.

LONG BEACH YAMAHA, Yam. Dealer for Long Beach area. We service all. Open 6 days 9–6:30 in Long Beach, 3580 E. Pacific Coast Hwy. (213) 433-9987.

LONG BEACH TRIUMPH SALES, 624 W. Pacific Coast Hwy., Long Beach 436-0158. "Best service available, specializing in tune-ups." Tri., Kaw., Maico & Duc.

LOS ANGELES

HARLEY-DAVIDSON IN LOS ANGELES (Rich Budelier Co.) 2531 S. Main Street, L.A. RI 9-6235. "Largest H-D service and parts headquarters in U.S.A." Call for pickup or delivery service.

MONTEBELLO

STEVE HURD MOTORCYCLES – Kawa. BMW, Match., Nor., Gre., Duc., Mon., Hod. Matchless parts galore. Service & parts for what we sell. 1405 Olympic Blvd., Montebello (213) 724-0466.

MONTEREY PARK

ED KRETZ & SON CYCLE SHOP, 417 E. Garvey Ave., Monterey Park. AT 0-8244. Tri., Hon., BMW and Suz. Complete parts & service. Expert tuning & mech. work.

NORWALK

JENKINS SPORTS CENTER – "The Extra Service Dealer." Specializing in Yamaha exclusively. Complete Service. Parts, Sales. Open 9–6 every day except Sunday. "Home of The Hi-Jinx Family Motorcycle Club." 13200 San Antonio, at the Santa Ana Frwy., Norwalk. Phone: 868–9997.

PACOIMA

CASEY'S CYCLE REPAIR – BSA – Bul., Hodaka, Svc. for most. Compl. machine shop. Open Tues. thru Sat. 9–6. 10249 San Fernando Rd., Pacoima. 896–1046.

PARAMOUNT

NORM REEVES PARAMOUNT, Hon., BSA, BMW, Bul., Hod., Moto Beta & Kawa. L.A. area's BIGGEST dealer. Mail order parts department. Huge service dept. 15745 Lakewood Blvd., call ME 0-4313.

PASADENA

S.E. CHUBBUCK H-D SALES – Home of the Road Riders. "We Specialize in Personalized Service." 1361 E. Walnut St., Pasadena. (213) SY 2–1300.

POMONA

HARLEY-DAVIDSON OF POMONA–1241 W. Holt Blvd. Phone (213) 332–0616 or (714) 622–5417. Authorized Harley-Davidson dlr. for Pomona. Full line of parts & acces. Quality service in a fully equipt. service dept.

REDDING

NORBERG'S MOTOR CENTER, 2056 Eureka Way, Redding, Calif. 96001. (916) 243–4660. Mon.–Fri. 8:30 to 5:30. Sat. 8:30 to 5:00. Yamaha Motorcycles and Datsun autos. Race Tuning, custom parts & accessories, boring, machining, milling heads. M/C insurance, available. "ONE STOP CYCLE SHOP."

RIVERSIDE

SKIP FORDYCE MOTORCYCLE CENTER. "We've been told it's one of America's most complete and modern facilities". Shop the Big Store and SAVE – where the bargains are. In the middle of Main Street at at 14th. Riverside (714) 684–4747.

SACRAMENTO

SEE JUNKY JOHN – John Smith Motorcycle Parts. New & Used – Many brands – Mail Order, Insurance, motorcycles financed – no down. Manuals, tool, etc. for do-it-yourselfers. 5600 Franklin Blvd., Sacramento, Calif. 95824. Phone: (916) 422–2420.

SAN BERNARDINO

THE TWO WHEELER – Triumph, Suzuki, Bultaco. Home of Champions. Full parts. Service and Access. One block west of Inland Center, 867 W. Colton Ave., San Bernardino. Phone TU 5–3445.

SAN DIEGO

GUY URQUHART – Triumph, Yamaha–sales. Triumph, Yamaha, Indian, Ariel & Cushman parts – 1 day mail order service. 1041 Columbia St., San Diego, Calif.

SAN FRANCISCO

PACIFIC HONDA – Montesa "No. Cal. Hq. for the Spanish m/c of International prestige." Featuring Pacific TT spec. svc.–parts–access. & Tech. competition tuning available. Mon.–Sat. 9–7. Pacific Honda, 630 Palmetto, Pacifica, Calif. 359–0167.

DUDLEY PERKINS CO. H-D M/Cs. Sales, svc., exp. repair. of all makes, genuine H-D parts. "We ship anywhere via mail order." Servicemen and all m/c enthusiasts welcome. 655 Ellis St., San Francisco. Telephone: PRospect 5-5323.

SAN JOSE

WHEN TRAVELING NEAR SAN JOSE, STOP & VISIT SAM SR. & SAM JR. Complete parts and all for H-D models. Fine svc. dept. Visitors welcome. Sam Arena, H-D Products, 2921 Monterey Rd., San Jose. 227–0123.

SANTA ANA

ROY'S M/C SHOP, 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer." Honda, Triumph, Kawasaki. (714) 531–0742.

IRV SEAVER M/C – BSA, BMW, Suzuki, Ossa, Cushman trucks. 2402 N. Main, Santa Ana. (714) 542–8691.

SEPULVEDA

MISSION HILLS M/C Sales & Ser. 8730 Sepulveda. BSA & Duc. "We stock the spares for what we sell." 785-4289.

SHERMAN OAKS

BUD EKINS M/Cs in Sherman Oaks. 14460 Ventura Blvd. Call 872–2110. "Buy from Bud." Tri. & Hondas.

TEMPLE CITY

HONDA OF TEMPLE CITY, 9228 E. Las Tunas, Temple City. AT 1–5949. Hon. & Gre. for Northeast area. Parts galore and svc. too. Show room open Mon.–Sat. 9–6. Shop open Tues.–Sat. 9–6.

TORRANCE

HOCKIES MOTORCYCLES – Sales & svc. 22025 S. Figueroa St., Torrance. Harbor Fwy. – Carson St. turn-off. (213) 328-1242. Gre., Yankee, Ossa, Hod. Also used bikes. Best parts supply in town. We service what we sell. Complete mach. shop – Exp. tuning & mech. work. Hours: 10–7. Closed Sun. & Mon.

MARTY'S FOREIGN MOTORS BMW – MOTO-GUZZI Sales–Service–Parts–Accessories. Club Members welcome! 1730 W. Carson St. (at Western) TORRANCE. 1 mile So. of San Diego Fwy. Tel: 320–7040 Svc. Hrs. 8-5.

TUJUNGA

CRESCENTA VALLEY SPORT CYCLES. 7139 Foothill Blvd., Tujunga, Calif. 91042. 352–5917. Yam., Hod., Kaw., Sales & Svc., speed equipt., complete insurance, 100% financing.

WEST LOS ANGELES

HAPCO MOTORS – Hon., Hod., Kaw. Sales–Service–Parts–Ins.–Rentals. Porting for all 4-stroke brands. Our reputation is built on Service. 11637 Pico Blvd., W. L.A. GR 8–0984. Open 7 days – 8:30–7.

PETE JOSEPH'S HOUSE OF YAMAHA – BSA, BMW, Bultaco, Yamaha sales, service & parts. No down payment. O.A.C. Open Mon. thru Sat. 8:30–5:30. "Where the stars buy their 2-wheel cars." 11975 Santa Monica Blvd., 1 mile West of S. Diego Fwy. Call GR 3-6717 for pickup and delivery service.

TED'S Imports – Tri. Sales & Service. Competition desert bikes ready–to–win in stock. "We will take cars in trade." 11726 Santa Monica Blvd., W. Los Angeles, GR 3–1101 – open 7 days.

WHITTIER

WHITTIER HARLEY-DAVIDSON full line new and used motorcycles parts & service dept. Lots of conversation while we serve you and free coffee. Open Mon.–Sat.

WOODLAND HILLS

KOLBE CYCLE SHOP 22420 Del Valle, Woodland Hills. DI 8–7865. Your friendly neighborhood dealer for BSA, Honda & Bultaco. Complete parts and service dept.

YORBA LINDA

LE BARD & UNDERWOOD, 221 E. Imperial Hwy., La Habra, phone 714–879–8252 or 213–691–3104. "Service is our middle name". BSA, Honda, BMW. Also now at 18351 Imperial Hwy., Yorba Linda.

NORTH AMERICAN CONTINENT

AKRONT ALLOY RIMS AND STAINLESS STEEL SPOKES. Free literature upon request. North American Imports, Post Office Box 621, Garden Grove, California 92642. Phone: 714–534–6390.

JUST SEND IN YOUR LISTING with check for $75 and we'll do the rest.

NEVADA

LAS VEGAS

SIMPSON MOTORCYCLE Sales & Serv., Hodaka, Jawa, Rex, C–Z, Bultaco. Complete sales & serv. dept. Full line of parts & acces. 1026 S. 1st St., Las Vegas, Nev. 1 blk. E. of Main. PHONE: (702) 382–4282.

WASHINGTON

SEATTLE

BUDSCHAT MOTORCYCLES – Ducati, Hodaka, Moto Guzzi, Norton. Parts – Accessories – Service. Northwest's Largest Stock of Parts. Mail Order Service. Hours: Week Days 10–6:30 Sat. 10–4:00. 17002 Aurora Ave., Seattle, Wash. 98133. Ph: (206) LI 6–2070.

M/C's & PARTS

JIM'S CYCLE SHOP "Used parts Hdq. in the west." We buy and sell used motorcycle parts, cust. tanks and wheels. Chrome exch. Used M/C's. Sales and Repairs. Batteries and tires. 15 years same location. 11155 Atlantic Ave., Lynwood. NE 2–4298.

INSURANCE

"THE MOTORCYCLE INSURANCE WRITER" since 1937. Fire, theft, comp., P.D. & B.I. individual motorcycle insurance and Dealer insurance. JOHN MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. 836–5211.

LEATHER APPAREL

CUSTOM MADE motorcycle apparel. Number changes, alterations and zippers replaced. Clance Amberg. ABC Custom Leathers, 9840 S. Atlantic Ave., South Gate, Calif. 90200. Phone: (213) 564–7150. Open 8 a.m. to 4:30 p.m. Mon. thru Fri. By appointment only Saturday. Evening appointments available.

SERVICES

BARNEY'S MACHINE SHOP 15745 Lakewood Blvd., Paramount. 634–3545. Cylinder boring. We make anything. Lowest prices. Valves, Manifolds, fork braces, skid plates. Valve seats installed. Fork tubes any length.

BROWN FAIRING COMPANY – Specializing in Custom Fairings, Tanks, and Seats. J.O. Brown, 13041 Palomar Way, Santa Ana, Calif. 92705. (714) 633–1627. Custom repair on all fiberglass components.

FLORENTINE'S CUSTOM WELDING – Gas, arc, heliarc, primary crankcase, gas and oil tank repair, steel and alloy weld. 3059 Verdugo Rd., Los Angeles 90065. Phone: 221–1579 or 242–9182.

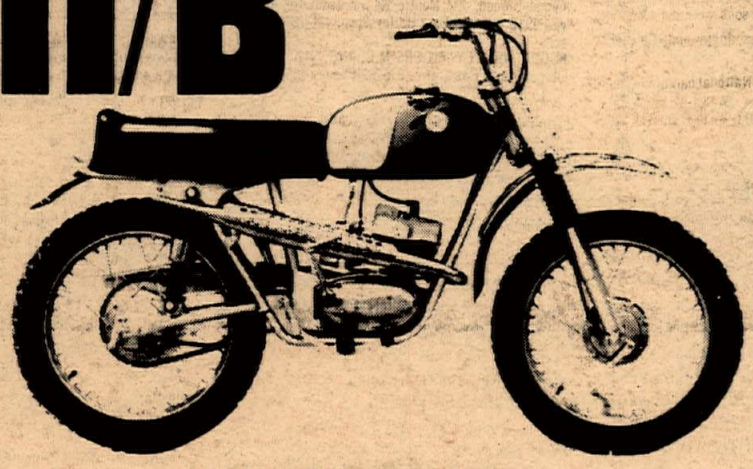
HERB LITCH MACHINE SHOP at Long Beach Honda. Specializing in • Boring Sleeving • Valve Grinding • Seat Grinding • Valve Seats • Head Porting • Head & Cylinder Surfacing • The Only Genuine Litch Guides & Collars • Bored Cylinder Exchange On Hondas • Free Pick Up & Delivery • Fast Service, 423–1433, 5105 Atlantic, Long Beach.

JACK O'BRIEN PAINTING – Cus. tank & helmet paint., fiberglass work, compl. wreck rebuild., wheel lacing & fork straightening, tire hardening. Free pickup and delivery to dealers. 2834 Colorado Ave., Santa Monica. 451–4317 open 6 days 8–6.

MOTORCYCLE SERVICE CENTER. Bul.–Hod. We service all m/cs. Complete mach. shop for custom work. 220 E. Huntington Dr., Monrovia. Open 6 days 8–6. Ned Fergus, Gary Griffin 357–2274.

CAUTION ADULTS AT PLAY

m/B



ROUGH RIDER

LOST ANGELS HARE SCRAMBLES
JUNE 16, 1968
TRAILBIKE CLASS
2nd 100 Nov. W. RAGLAND M/B 7th OVERALL
3rd 100 Am. T. SAYLOR M/B 12th OVERALL

Distributed by
M/B Sportscycles 311 E. Alexander, Tacoma, Wash., 98421

NEXT WEEK IN CYCLE NEWS

LACONIA ROAD RACE NATIONAL, HIGH SIERRA TOUR

CHARITY MOTORCYCLE RACE IS SUCCESS

The Menlo Park Kiwanis Club and the Palo Alto Motorcycle Club co-sponsored a motorcycle race held Sunday, June 2 at Fremont, Calif. that was attended by 1,000 spectators and riders.

The event was conducted in an orderly fashion with a program including 43 races, a wheelie contest and the presentation of 70 trophies to the winners. For No. Calif. Bay area residents who were not able to attend the races watch "Spotlite on Speed," Channel 20, KEMO-TV San Francisco, Saturday, June 22 at 3:00 p.m. for the action.

Menlo Park Kiwanis Club presents token of appreciation to Palo Alto M.C. after receiving check for $876.29 representing funds raised at first annual Kiwanis Charity Fund Benefit race. Club members are (standing left to right) Bob Goodman, club Referee; Steve Lacey; Bob Connett; Bob Scally; Tom Keeble, President; Richard Steinke; Kiwanis Club members Robert Boeddiker, Vice President; Vic Victorine, Committee Chairman; (sitting left to right) Douglas Murray and Norman Lamprecht.

RAYMOND AND ELLIS STORM AT SOUTH GATE

By Mike Capalite

It looks like Jimmy Raymond is going to be the big Trojan Raceway short track threat in the 100cc class on his Suzuki as he is storming the South Gate, Calif. oval in far better times than he ever did on his Honda. This is not to say that Paul Wilde is to be counted out on his Yamaha; in fact, the duel between these two riders is becoming the season's top crowd-pleaser. Paul and Jimmy both won their respective heats on Wed., June 5 so their first encounter of the evening was in the Trophy Dash and Paul got the jump off the line and although Jimmy was giving it everything he had and doing some beautiful riding, he couldn't make it in only three laps, so Paul took the checkered flag for the Dash win.

Raymond Romps

As their heat race wins put them both in the 100cc Main Event, the pit wall was lined with racers and pit men, all anxious to see the outcome of the 10-lap main. When the flag was dropped, a very unusual thing happened. Wilde did not get his usual jackrabbit start, and this is definitely unusual, since one of his main attributes is his fantastic ability to charge off the line and be the first man into the corner which is an advantage both physcially and mentally. This left the lead to Raymond on the Suzuki, and it was plain to see that he was determined to make up for his loss in the Trophy Dash as he stayed in front of a hard-charging Wilde all the way to the checkered flag. Third place went to Paul Shaurer who was out for the first time this year on a Ymaha. Fourth place was Chris Smith on a Kawasaki while Dan Hazel (Yamaha) copped fifth.

The big battle in the 250cc class has been the duel between Randy Ellis on his Honda and Lee Stumpenhaus on the Bultaco, but it was felt that the 250cc events would be rather anti-climatic with Lee gone on vacation. The fans were in for a surprising treat, however, as one of the top threats from last year made an appearance in the lineup. This was Stan Rogers on a Bultaco, who let Ellis know in the heat race that he would not be removing a certain kind of fruit from a certain kind of tree which is not supposed to be mentioned in co-educational reading matter. In the Trophy Dash, it was Carroll Skov on his Bultaco who read the starter and got the jump off the line, and in three laps, neither Randy nor Stan were able to get around smooth-riding Carroll, who took his first Trophy Dash win of the season.

Four Way Go

This built up the excitement for the 250cc Main as it seemed that everybody was riding a little harder than usual and when the seven-man final roared off the line it turned into a four-way battle between Ellis, Rogers, Skov and another rider out for the first time this season, Mike Boal on a Bultaco. After much lead-swapping between the four of them, it was Randy Ellis and his fantastic corner-sliding ability on his Honda who came out on top, followed across the line by Rogers, Skov, and Mike Boal, all aboard Bultacos. Fifth place went to Ronald LaMastus on a Yamaha while Loyal Walker, (Bultaco) took sixth.

Now that ACA Short Track is running on Wednesday at Trojan Raceway and on Friday at Orange County Raceway and the riders' points are bing totaled between the two tracks for the ACA championships, it is bringing out a larger field of competitors with a lot of determination to get one of those beautiful trophies at the end of the year as well as a Championship Jacket which is awarded each class winner at the end of the season in Short Track, TT, Road Racing and Moto-Cross.

(Results Next Week)

CLUB GUIDE

Listing in this department is free, contributed as a service to CYCLE NEWS readers and motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

CLUB PLEASE NOTE: SEND YOUR INFORMATION C/O CYCLE NEWS/CLUB DIRECTORY – P.O. BOX 498, LONG BEACH, CALIFORNIA.

ACE OF CLUBS of Los Angeles M.C. Meets 1st and 3rd Fri. of every month except Dec. (1st Fri. only) 8 p.m. Club Address: 11106 Oak, El Monte, Calif. 91731.

A.M.A. (AMERICAN MOTORCYCLE ASSOCIATION) National sanctioning body. Address: Worthington, Ohio. Membership $2. one year.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 528-4290.

AMERICAN MOTORCYCLE SERVICE ASSN. (AMSA) Emergency road service for motorcycles. Dues $15 per year. 11520 San Vincente Blvd., Los Angeles, Calif. (213) 465-4780.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Promotion and organization of road racing, moto cross and other forms of motorcycle sport. Non-racing personnel always welcome. Chapters in Las Vegas, Los Angeles, San Francisco, Santa Barbara, Reno and St. Louis, Mo. PO Box 213 No. Hollywood, Calif. 91603.

ANTELOPE RAMBLERS M.C. of Palmdale, AMA chart. Meets every Tues. at 17832 Sierra Hwy. Saugus, Calif. Post meeting refreshments.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLACK HAWK MOTORCYCLE CLUB – Contact Larry de Raad, 555 Alvarado St., Brisbane, Calif. Phone 467-2059 for meeting time and place.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

BRUSH BUMS M.C. of Pomona. 2nd and 4th Mondays each month. Contact President Richard Dickens at (714) 629-3792 or Secretary Yvonne Knight at (714) 593-5057. Club Address: 2220 7th St., La Verne, Calif. 91750.

BMW CLUB OF Northern California, 335 Paramount Dr., Millbrea, Calif. 94030.

B.M.W. CLUB OF SOUTHERN CALIFORNIA. Touring Club for B.M.W. owners. Dinner meeting around the 25th of each month. Contact Don Ricardo, 964 Hillside Terr., Pasadena. Tel. (213) 682-1563.

BUSHMASTERS M.C. of Banning, Calif. Dirt competition club. Meetings 1st Thursday at Burson & Pointer Garage. Address: P.O. Box 921, Banning, Calif.

CALIF. EAGLES M.C. INC. road club. AMA charter. Meets 2nd & 4th Thursday at members' homes. P.O. Box 5041, Long Beach, Calif. 90805. Call (213) 444-6577 for information.

CALIFORNIA GOPHERS MC of Prado Park, AMA Sanct. Address P.O. Box 2575, Bell Gardens, Calif. Meets 2nd –4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA RAINBOWS Road Club, AMA sanctioned. Address: 11152 Bunker Hill Dr., Los Alamitos, Calif.

CAL POLY PENGUINS M.C. Street/dirt motorcycle club. ASI Box 111, Cal Poly, San Luis Obispo, Calif. 93401.

CENTRALIA MUD SLINGERS M.C. c/o Glen Hedge, Rt. 3, Box 38, Centralia, Wash.

CHECKERS M.C., 1710 Magnolia Blvd., Burbank. Inquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

CLASSIC & ANTIQUE MOTORCYCLE ASSN., 808 S. Church St., Visalia, Calif. 93277. Frank Conley, Secretary. Dedicated to the restoration, preservation, and antique motorcycles. So Cal. Chapter: F.W. "Rob" Robbins, 1000 N. Cambria Pl., Anaheim, Calif. 92801.

COACHELLA VALLEY M.C. AMA sanctioned comp. club. Meets every Wednesday. Address: 71-306 Hiway 111 Rancho Mirage, Calif. 92270.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CRUISERS M.C. of Santa Ana. A.M.A. sanctioned. Meets every 1st & 3rd Tuesday at 16841 Lynn St. Huntington Beach at 8 p.m. For information call (714) 836-5546 or 893-2309.

CYCLE CLUB OF 1st BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen. First Baptist Church, 14800 Sherman Way, Van Nuys.

DESERT M.C. An active desert competition club. Address: 12551 Scandia, Garden Grove. Phone (714) 897-3894.

DESERT CREEPERS Desert racing club, mostly married, racing and camping enthusiasts. Potential members call H. Jackson (213) OL 6-4299.

DESERT FOXES M.C., desert competition and trail riding club. Seeking AMA sanction. Meet 1st Wed. of each month 7:30 p.m. at selected locations. Call Lloyd Powell at (213) 923-7022 for more information.

DIST. 37 SPORTS COMMITTEE Contact President Bill Adams at 814 Cobb Ave., Placentia, Calif. 92670 for information on meetings. Ph: (714) 528-3007.

DIRT DIGGERS M.C., AMA, ACA & FIM affiliated. Meets every Wed. at 8:30 p.m. at Cliff House, 15145 Pacific Coast Hwy, Pacific Palisades. Mail address: 8921–11th Ave., Inglewood, Cal. 90305. Phone: (213) OR. 8-2868.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Cal.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FAR WEST M.C. Meets every Friday. For info. write: P.O. Box 3198, Eureka, Calif.

FOOTHILL HAWKS M.C. Meets Thursdays at 8:30 p.m. at 5567 So. Norwalk Blvd., Whittier, Calif. 90601. For info call Paul at 699-0298.

FORT SUTTER M.C. of Sacramento, Calif. Meets every Wednesday at 8 p.m. We need more active members. Address: 4085 Deeble St., Sacramento, Calif. 95820.

FOUR ACES M.C. Invite you to our meeting any Thurs. night at 8 p.m. in the Field house behind the ball diamond, North Hollywood Park on Chandler St. Mail address: P.O. Box 922, North Hollywood, Calif. 91603.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H.W. Borden, 5406 N. Mapletree, Arcadia, Calif. Phone: GI 8-9388.

GOLDEN EAGLES M.C., AMA chartered. For men and women interested in cycle trips for pleasure. Regular monthly meetings. Call Art Francis (714) 542-6616 or Paul Rogers (714) 540-6828 for club info.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1829 Empire St., Burbank. Phone 285-4466.

GRIP TWISTERS M.C. at Vandenberg AFB. Address: P.O. Box 968, Vandenberg AFB, Calif. Ph: (805) WA 2-4486 for membership information.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30. Chapman Hall, Placentia.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

GYPSY WHEELS M.C., Ridgecrest, China Lake & Trona, Calif. area. Family type road riders only. AMA chartered. Meets 1st & 3rd Wednesday nights of each month at Community Center, Naval Weapons Center, China Lake, Calif. Gate passes available for guests & visitors. All meetings open to public. Military riders welcome. Box 992, Ridgecrest, Calif. 93555.

HIGH SIERRA M.C. Competition Club, Box 482, Mammoth Lake, Calif. 93456. Meetings 1st Wed. of each month. Great cow trailing, high altitude, 7000 plus.

HI-HATS M.C. For information write to P.O. Box 467, Martinez, Calif.

HI-JINX FAMILY M.C. of Norwalk. Road runs, fun meets, competition, etc. Meetings held 1st Mon. of month at Jenkins Sports Ctr., 13200 San Antonio Dr., Norwalk. Visitors welcome, new members invited. For info call 864-2860.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2265 Cerritos, side entrance, Signal Hill. Thurs. at 8 p.m. Post Meeting, refreshments. Mail address: P.O. Box 1746, Long Beach, Calif.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

JASPERS M.C., road riding club. Meets 2nd & 4th Mon. 7:30 p.m., at 30[illegible] W. California St., Ontario, Calif. (714) 986-3118.

KNIGHTS M.C. of Hacienda Heights. Meets 1st and 3rd Sat. of every month at 7 p.m. Mail address 1760 Charlemont, Hacienda Heights, Cal. AMA & RRC. Club phone (213) 336-0414.

KERN COUNTY TRAILBLAZERS M.C. Trail and competition club, AMA chartered. Mail address: Star Route Box 314, McKittrick, Calif.

LAFAYETTE M.C. Races, meets, family fun and road runs. New members welcome! Call or write for info: Frank Gillespie, 254-3306. Address: 44 Orchard Rd., Orinda, Calif.

LANCERS M/C–Comp. club. Meets every Monday 8 p.m. at San Mateo. For meetings and other info contact club at A&A Motors, 2176 So. El Camino, San Mateo, Calif.

LIGHTWEIGHTS M.C. AMA sanctioned competition club. Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (sec.) 5702 Parapet Street, Long Beach. Ph: HA 9-0405.

LIONS M.C., 4762 Cape May, San Diego, Calif. 92107.

LOMPOC SLO-POKES, Box 2177, Orcutt, Calif. AMA sanctioned. Phone (805) WE 7-5836.

LOS ANCIANOS M/C CLUB, 7109 Connestoga Way, San Diego, Calif. Contact Bill Steider (714) 286-3756 for further info. Desert club and Baja M/C trips. (dirt riders only)

LOS PADRES M.C. Inc. of Ventura County. AMA sanc. comp. club. Meets every Wed. at 6541 Ventura Blvd., Ventura. Pres: Art Carter, Secy. Frank Reasner.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LOS BORRACHOS M.C., AMA sanctioned, meets 1st Sunday of each month, 10:00 a.m., Road riding club, mailing address, 669 Highland Drive, Ojai, California. Ventura area. Phone: 649-9469.

LOST COYOTES M.C., Lancaster, Cal. AMA sanctioned. Mail address 44738 E. Second, Lancaster, Cal. Phone (805) 942-6058 or (805) 942-7603.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Ph: 633-5417. AMA & RRC. Pres.: J. M. Jones – 983-2524.

LUCKY FEW M.C. Road Riding Club. AMA chartered. P.O. Box HA, Los Gatos, Calif.

MARIN COUNTY MOTORCYCLE ASSN. of San Rafael, Calif. Meets at 8 p.m. every Monday night at 2020 4th St. in San Rafael. Sportsman racing team and also road riders. AMA chartered. Mail address, Box 221, San Rafael, Calif.

MARY'S MEN M.C. of San Diego. Road riding club. Meets every 1st Sunday and third Tuesday at 4442 Glacier Ave., San Diego, Cal. 92120. Family type road riders only. AMA chartered.

MARRIED WHEELS M.C. Meets first Sunday of each month at 7:30 p.m. at Suzuki Sport Spot. 1241 Holt Blvd., Ontario, Calif. All Married persons welcome to attend.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. Ph: 671-7609.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: (213) 678-7621, 423-7603. Write P.O. Box 5331, Long Beach, Calif.

NAPA M.C. Road riding club, AMA sanctioned. 713 Carolina Street, Napa, Calif. 94558.

NEVADA TRAILBLAZERS M.C. of Reno, Nevada. Competition club. AMA Chartered. Points honored in District 36. Meets every Tues. night 8 p.m. at the Silver Cue Billard Parlor, 534 E. 4th St., Reno. Mailing address P.O. Box 6075 Reno, Nev. 89503.

NOMADS COMP. CLUB meets 1st Sun. each month. Pres: Bill Jones WH 1-5716. Address: 10925 Colima Rd., Whittier, Calif.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thurs. Open for membership, visitors welcome.

100's M.C. of Azusa, Calif. AMA sanctioned, primarily desert competition club, 100cc riders and under. For information call (213) 334-9695.

OAKLAND M.C. Road & competition club. Meets every Wednesday at 1116 – 36th St., Oakland, Calif. 8 p.m. "Since 1907 devoted to safety and courtesy on the road."

OILERS M.C. Competition Club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY M.C. of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask and Newhope, Garden Grove, Calif., on first three Mondays of each month. Mail Address: Trask and Newhope, Garden Grove, Calif.

OROVILLE M.C. of Oroville. AMA sanctioned. Meets 8 p.m. first Tuesday of each month in Municipal Auditorium, Myers St. Contact President Gene Frieze, 2708 Stauss Ave., Oroville, 95965.

OXNARD M.C. AMA road riding club. Meets every other Thurs. 8 p.m. at rear of Eagles Lodge, 4684 So. Saviers Rd., Oxnard. Info: 483-1590. Mail address: P.O. Box 1094, Oxnard, 93030.

PACIFIC COAST MC of South Gate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at South Gate Park Recreation Center, Room 2. RRC. Visitors welcome. New members always wanted. Inquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C., road riding club, sponsor of the Indio Motorcycle Tour. Meetings every other Friday 7:30 p.m., mailing address 4502 Gila Ave., San Diego, Calif. AMA chartered. Phone 274-3755.

PALO ALTO M.C. of Palo Alto, Calif. 100% competition riders. AMA chartered. Sponsor of Northern Calif. dirt events. Meets every Wed. at 8 p.m. at C.A.P. Bldg., 1901 Embarcadero Rd., Palo Alto.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone: 657-3678.

PLAYBOYS M.C., AMA sanc. Jim Beach President, call for info at 564-4623.

POLKA DOTS M.C. INC. of Sacramento. 100% competition riders since 1953. AMA charter No. 1010. Meetings every Tues. at 8 p.m., 4555 Aubum Blvd., Sacramento. Mailing address: P.O. Box 8544, Sacramento, Cal. 95822.

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P.O. Box 1241, Porterville, Calif.

POWDER PUFF ASSN., AMA sanc. competition club for women. Meetings second Wednesday of each month. Call 865-2747 for information.

PROSPECTORS M.C. of Gardena, Calif. AMA & ACA sanctions. Meets every Tuesday 8 p.m. at 158th & Brighton, Gardena. Mailing address: 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thursdays 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

REDMOND PIONEERS M.C. Meetings every Friday night at 8 p.m. with the 3rd Friday night of the month being a social evening. Club address, 4403 148th N.E. Bellevue, Wash. 98004; Publicity Directors address, 12854 111th N.E. Kirkland, Wa. 98033.

RIDGE RIDERS TRAIL CLUB, INC., Oakview, Calif. Contact President Bob Doke at 649-1960 for info. Club address: 149 Apricot St., Oakview 93022.

ROAD KINGS & QUEENS M.C. Club meeting the first Saturday of every month. Married couples only. AMA sanction. Motorcycles 305cc and up. Call Marlene Lawson, Club Secretary for more information. (714) 627-1495. Address: 4762 Mission Blvd., Ontario, Calif.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA Sanctioned. Meets at 3044 Jackson Street every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

ROAD RUNNERS OF SANTA CRUZ, a road riding family club is accepting memberships. Meets 1st and 3rd Sat. of each month at club house on Scotts Valley Blvd., Scotts Valley, Cal. Meetings start at 8 p.m. Contacts: "Woody" Wood, 234 Manfre Rd., Watsonville, Ph: (408) 724-1982 or Santa Cruz Harley Shop, 426-2875.

ROGUE VALLEY RIDERS M.C. INC., 420 Crestview Loop, Grants Pass, Ore. 97526. Phone (503) 476-2180 or (503) 476-4018.

ROUGH RIDERS of Hayward M.C. AMA sanc. dirt and road riding club. Meets every Thurs. at 8 p.m. Current membership openings. Contact us at 25224 Mission Blvd., Hayward, Calif. 94544. Phone: 538-2144.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount. Calif. Phone ME 3-4368.

ROYAL RIDERS MC, INC. of S. San Gabriel. AMA sanc. Meets at 3044 N. Jackson St. every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

SACRAMENTO TRACKERS M.C., 5032 Whitney Ave., Carmichael, Calif. 95608.

SAFARI TRAIL RIDERS M.C. Dirt riders mainly, 150 members, in existence for 3 years. Meet every 3rd Tues. at Lynwood, Calif. Rod & Reel Club. Call Mr. Osborn, Pres. at 564-0107 or Fred Barnet, Sec/Treas. at 865-1908.

SAGEHOPPERS M.C. Address: 2157 Edinburg Ave., Cardiff, Calif. Phone: 753-2907.

SAN BERNARDINO VALLEY M.C. AMA sanctioned dirt competition club meets 2nd and 4th Tuesdays at Doug Douglas Motorcycles, 24769 5th, San Bernardino, Calif. at 7:30 p.m. Prospective members welcome.

SAN GABRIEL VALLEY M.C. AMA sanctioned. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SANTA MARIA SADDELITES M.C. of Santa Maria, Cal. For club info. write to publicity chairman Stan Skinner 408 A-W. El Camino St., Santa Maria 93454.

SAN RAFAEL M.C.–Meets at Cycle Town, 116 Greenfield Ave., San Anselmo, Calif. Every Thursday at 8:15 p.m. For further info call (415) 370-7630.

SALINAS RAMBLERS M.C. AMA sanctioned dirt events. Contact Bob Wayman, 324 No. Main St., Salinas, Calif.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P.O. Box 5709 China Lake, Calif.

SCRAMBLERS MC of San Fernando Valley, Calif. AMA Sanc. Meets Reseda Park Clubhouse, Reseda, Calif., every Tues. nite 8:30 p.m. Mail address: 7514 Reseda Calif. Ph. 345-8678.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus Area.

SIDEHACK ASSN. of So. Calif. AMA chart. Meets 1st and 3rd Monday of every month at Vineland Gardens, 6159 Vineland, No. Hollywood, Calif. Meetings begin at 8:30 p.m. Everyone welcome. For more info contact Gary Weber, Sec/Treas., Sidehack Assn., Tujunga, Cal. Phone: 353-8719 or 354-4966.

SILVER CITY SCRAMBLERS M.C.–Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Monday each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 127, Simi, Calif. Phone 526-9955 or Jim & Dusty's.

SINNERS M.C. OF L.A. area. AMA sanction. Meets 1st and 3rd Friday nights at 11517 S. New Hampshire in rear. Refreshments during meeting. Phone (213) 222-2720.

SO. CAL. M/C, Desert Competition Club. AMA Sanct. Meets every Wed. 8:30 p.m. Olive Recreation Center, Burbank, Calif. Mail Add. 1026 N. Evergreen, Burbank. Call TH 8-3839.

SO. CALIF. ROAD RIDERS COMMITTEE. P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Monday each month, Prudential Savings & Loan (rear entrance) 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOLANO COUNTY M.C., AMA charter, trials riders. Address: 605 Wilson Ave., Vallejo, Calif. 94590.

SOUTHERN CALIF. TRIALS ASSOCIATION – English Trials enthusiasts. Secretary: Raymond Moreau, 4707 W. 164th St., Lawndale. 370-8491. Observers welcome and needed.

SPINNIN' SPOKES M.C. Family road riding club looking for members with machines over 250cc. AMA sanc. Meetings every 2nd and 4th Wed. at 15742 Bluebird Ln., Huntington Beach, Calif. Phone: (714) 893-6811.

SPORTSMEN M.C., 10067 Mission, Riverside, Calif.

SPOKE BENDERS M.C. Inc. Desert competition club. Meetings 2nd and 4th Wednesdays at 9 p.m. El Retiro Park, Hollywood Riviera (126 Vista Del Parque). Mailing address P.O. Box 296, Lawndale, Calif. Phone: DA 6-0855.

STUMP JUMPERS M.C. INC. of Orange County. AMA sanctioned. Desert, moto-cross and TT scrambles. Meets 2nd Tuesday of month at 7:30 p.m. Contact Pres. Don Feehrer, 24352 Los Serranos, South Laguna, Calif. (714) 495-5525.

SUNLAND SHAMROCKS MC of Sunland, Calif. AMA sanc. Meets every Wednesday at 8:15 p.m. at the Sunland Park Recreation Center in Sunland, Calif. Mail address: P.O. Box 515, Sunland, Calif.

TANDEMS M.C. of Gardena. Family fun club. Meet 1st Sun. of month 1:30 p.m. Mail address, P.O. Box 371, Lawndale, Cal. 90260. Call 676-8610 or 664-1811.

TERRAPINS M.C. A.M.A. sanctioned. Road Runs. Secretary Martha Palmer, 3211–39th Street, San Diego, California 92105.

THROTTLE HOUNDS M.C. AMA Sanctioned. Meets every Wednesday at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

13 REBELS M.C. AMA sanct. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

TRINITY TRAILSTERS M.C. INC.–AMA Sanct. Meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

TWIN WHEELERS M.C., AMA sanctioned. Meets Thurs. 8 p.m. Stroube and Alvarado Sts., El Rio, Calif. Mail address 2701 Alvarado St., El Rio, Calif. 485-5201.

VEGAS VALLEY M.C. Meets 1st and 3rd Mondays. Top quality competition club of scramblers and short trackers. Mail address Tom Jones 6316 Evergreen St., Las Vegas, Nevada.

VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wednesday of the month 8 p.m. at 1346 W. Poplar St., Oxnard.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif., AMA sanc. Meets at Washington & Main, 2531 South Main St., Los Angeles every Tuesday at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Phone: 722-4651.

VICTORS M.C. Family oriented desert only comp. club. Meets every Sun. at races and last Wed. of month at various places. For info call one of these numbers: (805) 527-4525 or (213) 340-8470 or (714) 496-9367.

VINCENT OWNERS CLUB of Southern California. Contact Bob Kountz, 5229 Sunset Blvd., Hollywood for info. Phone: 665-9559.

VISALIA RAMBLERS M.C., 718 Roosevelt St., Visalia, Calif. Meeting time 8 p.m. every Wed. night. For further info. call (209) 734-8622 (Dwain).

VISTA TRAVLERS M.C., of Vista, Calif. Road riding-club, meets every Wed. at 7:30 p.m. at 823 Vista Way, Vista, Calif.

VIEWFINDERS M.C. AMA, Desert, TT, and social. Membership limited to those involved with motion picture and TV films. P.O. Box 1672, Studio City, Calif.

WASSUK SCRAMBLERS M.C., the best Brush Jumpers and Rock Dodgers in Nevada, meet every Wed. night. New riders always welcome. If in our area stop by and bench race anytime. Box 872, Hawthorne, Nev.

MAMMOTH MOTO-CROSS

Danger sign next to Suzuki ace Preston Petty draws a great parallel.

Big bore riders set ready for a try at the fantastic 1.7 mile Mammoth Moto-Cross course. Eventual winner Babe Jay (Trl.) is second from end.

Hodaka pilot Kevin Hill (#615) gets jump on fellow Hodaka riders E. Moe Bell (#250) and Bill Pettigrew (#130) in 0-100cc Nov./Am. Moto.

Photos by Bill Pettigrew
Tom Johnston and Kevin Hill

Montesa-mounted Ron Nelson (MM4) picks his way through mudhole ahead of Preston Petty (#8 Suzuki) and on to first place brass in 250cc Expert.

Story by Bill Pettigrew

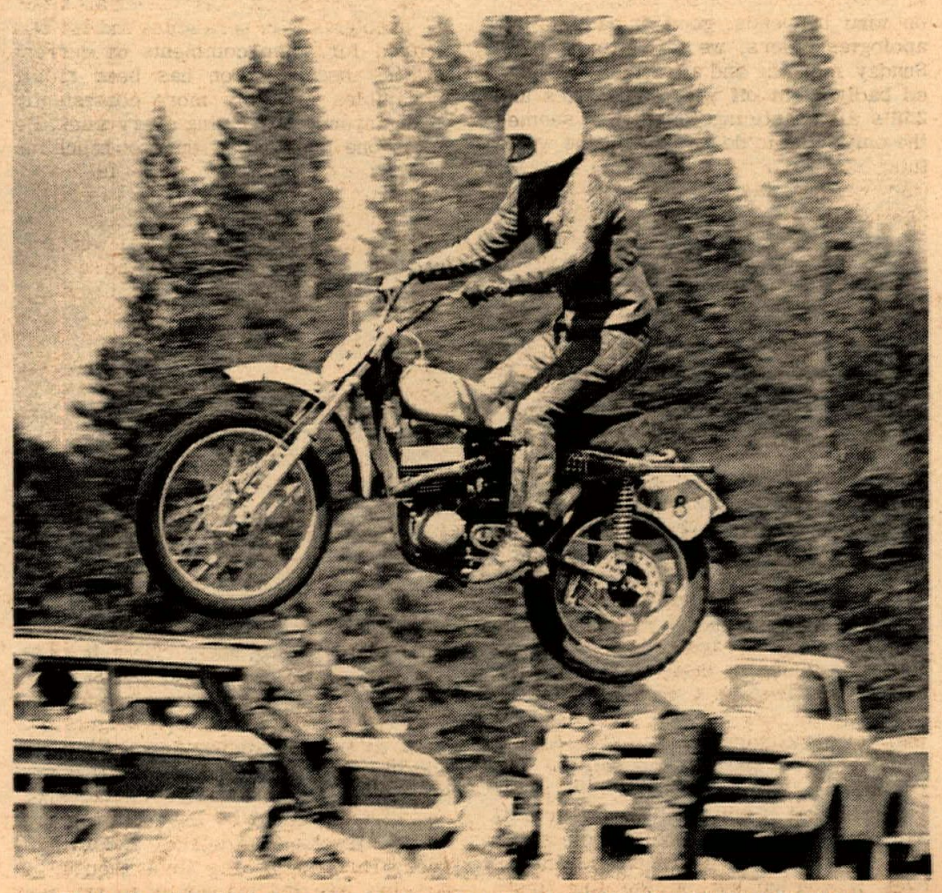
The Mammoth M.C. of Mammoth, California threw their first AMA moto-cross under near-perfect conditions and what had to be the finest scenic setting for a motorcycle track in the country. Although Mammoth club members had no real experience in laying out a moto-cross track, it turned out to be one of the best in the country (in this reporter's opinion).

Snow-patched High Sierra countryside greeted the early risers to this two-day event. A late snow kept the ground damp and trackable while adding to the fantastic beauty of the countryside.

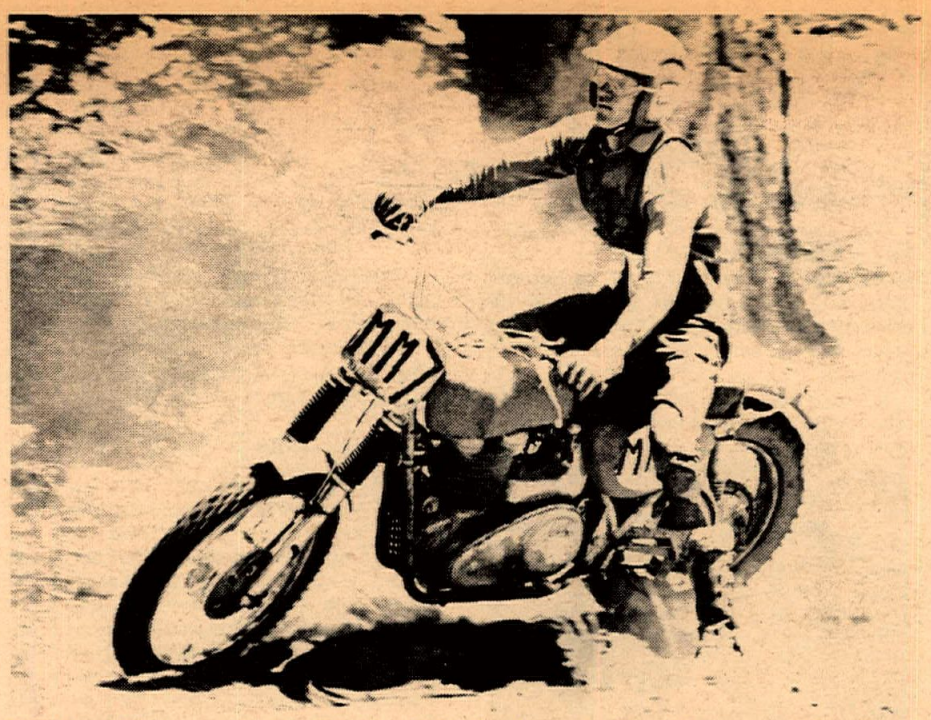
Action got underway with the first moto for the 0-100cc class taking off at approximately 12:00 noon. Bultaco-mounted Bob Thure and Hodaka jockey Kevin Hill reached the first turn at the top of the hill ahead of the pack. Bill Pettigrew and a Steen Hodaka teamed up to catch the front runner and take the number one spot in the first moto. The second and third motos were about the same with Pettigrew taking both and Thure copping a second.

The 250cc Experts included two southland greats in moto-cross. Preston Petty and Ron Nelson, and the battle that developed gave no doubt as to the Expert rating of these two riders. Nelson and Montesa copped the first two motos with Preston and Suzuki hot on their tail. The last moto was Preston all the way. After the points were tallied up, Ronnie had 1100 points and Preston 1000. The points-scoring is this; 400 pts. for first in each moto; 300 pts. for second; 200 pts. for third; 100 pts. for fourth and after three motos the points are added up for each competitor.

Bishop, California Pack Station owner Babe Jay is back and in great form. Babe was #1 in the southland desert back in 1957-58. Now a grandfather at 45 yrs. old, Babe came out after not riding in 6 yrs. to cop first honors in Open Amateur class aboard Gary Robison Triumph!



Displaying form that makes for a factory rider, Preston Petty (Suzuki) literally flying.



Matchless Metisse mounted Paul Hunt snatched top honors in 500cc Expert class! Nice to see Paul riding again!

Sunday's competition proved to be just as great as Saturday's. Paul Hunt and his trusty Matchless managed to sneak ahead of Montesa-mounted Nelson for the 500cc class win with Ronnie taking a great second. Nelson won the first moto, then managed to drop his chain twice in the second moto and finally drop out. The third moto was all Nelson and the movin' Montesa 360cc Capra. Roger McPeeters copped first Open Novice aboard his Triumph. M. Schaffer brought in his big "T" for second place brass.

Babe Jay, a Bishop Pack Station owner and grandfather, completely dominated the Open Amateur class aboard a Triumph. Babe hasn't ridden in six years.

The last event on the program was the Sweepstakes race on Sunday, June 9, 1968. Only two riders out of the two days of competition managed to make it to the Sweepstakes and they were 250cc Amateur winner Bob Myers, aboard a hot Bultaco, and 100cc class winner Bill Pettigrew riding a Hodaka. The best lap times were recorded from the previous day's racing from the two riders and a handicap was drawn up from this. Since Bob's Bultaco had a thirty second faster lap time around the 1.7 mile course than that of Bill's time, a sixty-second handicap was arranged for the two laps of the race. With it done this way the two riders should come up to the finish line at the same time. Bill and his Steen Hodaka managed to sneak by with a fifteen second lead to copp the 3 ft. Sweepstakes trophy.

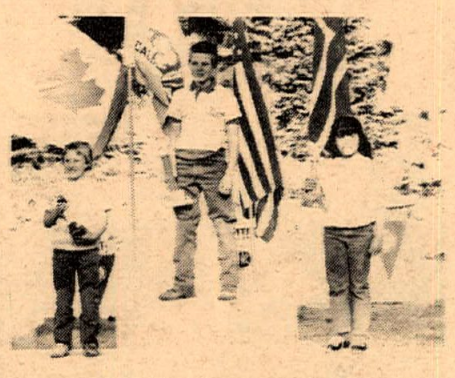
The event was very well managed, the course was the finest to be found in the country, the weather was great and the scenery was fantastic. All the riders seemed to groove on the course and all that were questioned agreed that despite being a long drive for the Southlanders it was well worth it in the LONG RUN. GREAT RUN!

(Results on page 20)

Right: E. Moe Bell (Hod. #250) leads Steen Hodaka mounted Bill Pettigrew and Hodaka rider Kevin Hill (#615) through sandy mid-course turns. Pettigrew was eventual winner with Bell in third and Hill fourth!

Lower right: Bultaco enthusiasts Bob Clark and Bob Myers collect some well earned moto-cross brass.

Bottom: These young'ns collected some brass of their own for collecting largest amount of trash after races! Great club idea!



SCRAMBLIN AROUND

By Maureen Lee

We scrambled around again Sunday and made the scene at Perris. It's unfortunate that when Perris Valley M.C., throws a race they and I always end up with some sort of conflict. We report races as we see 'em and never intentionally try to tear anyone down. This is a sport after all but it is still the duty of the press to report on what happends, good or bad. So, our apologies riders, we got static early on Sunday morning and after the day started badly right off with 50's, 100's and 250's all practicing together it seemed the only thing to do was forget the whole thing so as to avoid some of the conflict (the writing was on the wall) and the charge that we pick on them all the time. We spent the day gathering material for several columns by talking to people whose opinions we value in the sport. We picked the brains of J.R., Jim Hunter, Don Alfred, etc., and came home feeling all wasn't lost.

Good Scrambles Solution

Remember the discussion about belonging to clubs, etc? We've reported on suggestions coming out of the referees' meeting and asked if anyone had any other ideas. Dave Sprayberry's dad (Mr. Sprayberry sir, for the life of us we can't remember your first name as we write this, and our apologies!) was down from Bakersfield and took the time to track us down and let us know they've solved things up there in their District. They allow club members who are in there swinging for low number plates to ride their own sponsored races except for the two members who are the referee and the starter. Very important, though, is the rule that if you are riding your own event you cannot start on the pole so no one can say you have an unfair advantage even if you do get on the line first! Sounds to us like an idea well worth discussing at the next scrambles ref's meeting.

They'd Like To Be Members

Like we said we talked to quite a few different riders Sunday and our Number One John Rice admitted that sure, he'd still like to belong to the California Gophers, but when he was really in contention for that number one plate along with Jim Hunter, Jim had quite the club and John sure wasn't going to allow Jim to ride maybe three events and gain points while John was out holding a flag or making up heat sheets! By the same token, Hunter told us a long time ago that he had quit because of the same problem. The whole argument in a nutshell! Two good men lost to a club because of rules.

We spent Sunday discussing all kinds of problems with scrambles and hit Don Alfred for some comments on current affairs because Don has been riding scrambles probably more consistently than anyone still riding every week. He feels one problem is that too much fun has gone out of it. Too many riders are "out for blood" forgetting this is still a sporting event and conducting themselves as if a thousand dollar purse were involved. In the same vein he admits scrambles have changed themselves and that ever since Prado Park, where horsepower counted so much along with the money to buy those extra ponies, we have been faced with a semi-professional-type situation. If we can't figure out a way to get along with it we're in trouble. Scrambles have changed from the pure fun type scene and we'll have to make the change together whether we like it or not or scrambling will go under in this locality.

Riders spend too much time and too long a day sitting around waiting for their class to ride and then just getting a few laps for all their effort. It looks like the only solution could be to split the divisions completely. John Rice came up with the idea of running lightweights one week at Perris with heavies at Elsinore and the next run reversing the procedure so that riders get to ride both places, or one division could be hosted at our two desert tracks of Adelanto and Littlerock. This would take some thought as no club has the manpower to run two tracks so it would mean doubling up of clubs and figuring out who was going to run what division where. Don Alfred and Jim Hunter both thought that a split could help the situation in bringing out more riders if they thought they stood a chance to get more riding in. Especially the heavyweights. These boys have flat had it sitting around when the lightweights turn out in big numbers and the big bores don't practice until three hours after the time the posters said!

The dust was bad, bad, bad Sunday and John R. came up with a suggestion and Gerry Burton would like some comments on this. In the hot season why not run Perris as a wet track? Keep the track almost sloppy all the time with water dumped on every so many heats, advertise the fact that you should have a knobbie front and rear if you wish to keep in an upright position and help control that dangerous dust, even if the whole track has to be super-damp! Good suggestion.

Another thing we'd like to bring up. Did you know that Heavyweight and lightweight points are paid differently? Now don't ask us HOW it happened; it did. For instance...it is said that now no one can win the Number One lightweight plate on a 250 because there are just too many 100cc riders. Experts in any class receive points for the combined total of riders in their engine class. So, winner of a 250cc Expert Main with a total of 75 250cc entries (this is an example) would receive 80 points for his win. On the same day if a gang of 100cc Novices showed up, the winner of the Expert 100 class, if there was a total entry of 98 would get 90 points, and boy, do those 100's show up! Now...in the heavyweight division the 500 Experts and the Open Experts get paid the same points. If more 500's show one week than Opens, the Open boys still get the same as the 500's or vice-versa. We've questioned this time and again and have been told that if we saw the records we'd find that the number doesn't differ enough from week to week to make any difference. However, we still see a real difference when one class has to run moto-cross points for lack of entries and the other one runs a progressive program. If you don't get maybe a third or second in the semi-main you don't get any points at all for that day. Last place in a moto gets points, and that includes the guy who was dead last in one and didn't ride the other two! So, if both classes didn't ride a progressive program someone got ouched for a few points or so. One reason for all this we were told one time was "If we didn't do it this way, a 500cc machine wouldn't stand a chance of getting Number One."

Pat On The Back Dept.

We DO have a couple of pats on the back this week. First to Long Beach Honda, one of the shiniest prettiest examples of the "new image" in motorcycling. At Long Beach Honda #1 they keep John Rice going and they also put together the bike that carried Larry Bergquist and Gary Preston to a first place in the Stardust 7-11 Las Vegas event. Congratulations! A pat to Perris Valley M.C. who with only five members is carrying on the tradition of District 37 clubs to throw races for District points. If we all yell hard enough, P.V., maybe we can get these rules bent just enough to help build up club memberships and keep the good old clubs like yours going. To Wanda and Ernie Pico, who are always behind racers. They solved the hot weather problem for us. After eyeballing the sleeves the desert riders wear we decided they must be on to something, but all we ever saw in shops was "basic black." The Pico's happily agreed to make a pair befitting a lady-type racer. Would you believe I could have had lavender leather? So take it from me, fellow scramblers, if you've never worn sleeves, try 'em! Heat prostration is something we don't need on the track and full leathers do it, when it's 111 degrees! If you are one of the jeans and sweatshirt brigade I'll match my elbows against yours after a highside with sleeves on!

See you next week at Perris when Coachella Valley throws their bash!

Simichrome
Shines Suddenly

Simichrome is a honey
Cleans quick as a bunny

COMPETITION CHEMICALS
704 Washington Ave., Iowa Falls, Iowa

EXHAUST NOTES

By Bill Pettigrew

Yamaha's Bill Ivy turned a 105.51 mph average over the demanding Isle of Man TT course to shatter Mike Hailwood's 1967 record set on the Honda Six 250. Giacome Agostini stated that Bill's standing start on the 250 Yamaha produced a faster lap time than the best flying start lap time he had recorded on the 350 MV.

Klaus Enders and BMW passenger Horst Schneider set a new sidecar record at the 37-mile Isle of Man course. Klaus and Horst proceeded to set a 24 minute lap which works out to a fantastic 94.32 mph AVERAGE. Not too bad for a sidehack!

New Zealander Ian Veitch was killed during the 250cc TT at the Isle of Man. Ian's Kawasaki struck a curb at Ballagary Road near Glen Vine.

Protest Time

Ron Pierce of Bakersfield, Cal. entered his Yamaha 250 in the Laconia National Road Race in the Amateur big bike division. Young Ron proceeded to annihilate the troops, including falling down...getting back up and still coming in first for the checkered flag aboard his self-sponsored Yamaha. Then approximately a few minutes past two hours after the event was concluded he was protested, checked, and disqualified for being undersized. This is the first time in AMA history that a National winner has been disqualified for being undersized. To top it all off, two hours after the end of the program is way too late to disqualify a rider, or so says the AMA rule book...what are we to do?

Seems to me that our great dictators somewhere in Ohio should get together and use what intelligence they have to find a reasonable solution to the problems and discrepancies that are coming up all over the country. FACE IT, many of the AMA riders are unhappy about all sorts of situations that have come to a head in the last few months. When the riders are unhappy with the decisions of the AMA they are no longer representing the riders (which is their job) and I would think they'd have enough good sense to try and rectify any wrongs and renew old rules, work for higher purses (instead of trying to get us on a circus attraction level), and generally represent the rider like they are supposed to.

Shorty Sailed, Until ...

Last Friday night, Shorty Seabourne came off the Ascot Main Event starting line like there was no tomorrow and proceeded to keep the number one spot pegged down until the seventh lap when he slid out in the north turn. Everyone missed the slide-out but for Pat Gosch and down he went. Both riders were a little shaken up but otherwise all right. Shorty's Dick Kelm-sponsored BSA was a little the worse for wear as the front end was pretty well messed up. One consolation for Dick must have been in the Trophy Dash when both his bikes with Shorty and DeWayne Keeter aboard were in for the running.

One of the greatest moto-cross tracks in the country has just been discovered... by me. The track is nestled in a fantastic scenic valley near Mammoth, Calif. The next Mammoth Moto-Cross drive for Southlanders is well worth it. Try and make it in September!

REVELIERS HOST BAKERSFIELD CLIMB

Story and Photo by M.J. Oxford

The day before the Reveliers M.C. May 19 hillclimb in Bakersfield, Calif., thoughtful members of the Fire Department had come out and burned off the hills for the participants. The last climb area was created somehow or other by itself.

It was hot. The hill was slick and smooth as glass which made it twice as hard for the riders and especially for the rope-catchers who did their usual dutiful job.

Youngsters have their own special hillclimb class, and Larry Silva looks particularly happy with his prize.

During intermission youngsters under 8 years of age had a climb of their own with trophies to take home as big as they were. (No spiked shoes this time.)

The Tulare M.C. was given a trophy for traveling the greatest distance to attend the event, and they well deserved it.

David Priddy not only won first in his hillclimb class but had top time of the day with a 7.3-second rider of the top. That nowhere beats Dick Bertulucci's five-flat clocking from Tracy, but Priddy sure put on a good show.

Dune Buggy Dept.

The motorcycle climb was scheduled to be over early as the added attraction event was a dune buggy climb. Only two showed up. One barely got off the line so naturally he was given several more tries. The second contender, who had a gorgeous piece of machinery, got three-quarters of the way up the hill with the crowds cheering and yelling. Somehow he lost control, spun out and crashed out of bounds half-way down. Into the telephone pole he went, breaking down wires and speakers.

The saddest part was the appearance of that fine equipment which I'm sure he put a lot of work into – but that's the chance we all take with our motors no matter what they be.

Mustn't forget to mention that Frank Durso won the Open Event on his BSA.

(Results on page 20)

SAGE IN AN AMAZING FINISH

Yamaha-mounted Larry Ellis, previous 200cc Main event winner, had to settle for second to James Roder this time out.

Story and Photos by Dale McKinnon

The 250 Expert Main at Sacramento's Eldorado Speedway, always full of surprises, came up with another on the night of June 7. Terry Sage and Phillip Hinkle play cat and mouse every Friday night it seems. This time the cat almost caught the mouse after changing the lead several times and playing fast but careful. Just before the finish Terry's bike conked out and he half pushed and half rode it over to take a real close win; sure something to see. Mike Corcoran, in with the Experts for the first time, showed them that he is to be reckoned with in a race or two. He sure looked good but needs a little time to pick up speed.

The 250 Amateur had the most close battles as Ray Vatne took a long lead. Ronald Davies ran a close second for a while, then fell back to battle with Joe Henry who moved up from the back line to fight for second. Joe Soto and Gerald O'Connell were going at it for third. Joe then moved up to ride peg to peg with Henry and they stayed that way till the end. Soto squeaked by for the closest of seconds seen for a long time, and Ray of course took first.

Two-Fifties Tumble

The 250's have more spills at Eldorado than any other class and it was no different tonight as they had several restarts. Jim Ferroni, not to be disturbed by all the false starts, got off the line first in all three. After fighting off bids from Jim Nichols and Ron Matteri, Ron had a little trouble getting first though, Sam A. Waite had other ideas, but to no avail. Nichols fell back and second went to Rod Kreiss who was in there all the way.

Another close battle was in the 200 Amateur/Expert Main between James Roder and Mike Ellis. Ellis and his Yamaha just weren't fast enough to catch Roder and his Bultaco; even though Ellis would pass him in the corners he couldn't hold it down the straights, so had to settle for a close second.

In the 100 Novice Main my boy Sparky (HARD LUCK) Pinola didn't make it; really no great thing as he seldom makes it, and if he does he usually goofs. Oh well, next time... Another rider having his troubles was John Grant. John jumped the gun with some others a few times and when the starter finally did drop the flag he was going the other way. But John wasn't behind long as he came tearing his way through the pack to take home second brass; quite a ride.

Didn't get to see much of the 200 Novice event as I was riding it (at the rear as usual) but Steve Norberg and Pat Mckee had a pretty good thing going with Pat taking the win.

In the 100 Amateur/Expert it was Kenny Roberts coming from behind to take the checkered flag ahead of all others. He fought off several bids, the most noticeable from Alex Jorgensen, who usually comes out second best, but he can sure ride.

Gary Willis had the crowd spellbound with his exhibition ride on a JAP. It was the first time many had seen such an animal.

FUN DAY AT ADELANTO

Fighting it out all the way with Fred Williamson, as both performed wheelies and other crowd-pleasing antics, Terry Moriarty (64) wound up second at Adelanto on his Triumph.

Photo by Manuel A. Burton

The greatest fun day for the new Adelanto, Cal. track yet happened on June 2. A group of ambitious Novice 100's showed up with Earl E. Roloff of Spring Valley, Cal., Steve Hyder (426x) from Lomita was there. So was Bob Sanders (341x) on a Yamaha, Don Bevans (232x) on a Hodaka, but Kirk Travis (141x) on a Bridgestone won the event all the way.

In the 100cc Expert class Gary Bevans (50), after going down in the first moto, took wins in both the second and third events, competing against Expert #12 Jim Harmond, who got the most points on a Yamaha. Karl Wilson (118) on a Hodaka and #34 Rod Robbs (Hodaka) were in there all the way.

There was great excitement when the 250 Novice class had five riders competing in a huddle almost to the finish. Then members of the Desert Phantoms M.C. began to lose ground to Bill Spann (929x) of the Scramblers M.C., who won, and Jeff Robin (694x) on a Yamaha who got second in a really tight run.

Smiles & Elbows

250cc Expert Larry Taylor (184r) on a Bultaco rubbed elbows with two other riders who repeatedly tried for second or better, Chuck Benson (331w) of Oregon and Erick Olesen (43), but when the last lap came up Larry pulled ahead for an easy win. All wore smiles and were having great fun.

Amateur Chuck Boyle (267) on a Bultaco 350cc won all the way in the 500cc class. Nat Clark, #366 of the Gripsters M.C. was the only 500 to make Chuck work for his win.

Eleven 650cc's entered the Open Class all of them Amateurs and Experts. Fred Williamson (9) of San Diego and Terry Moriarty (64) from Long Beach stole the show, battling it out spectacularly. And each time either gained ground over his foe he would try to out do the other's wheelies as Jim Maupin (368) of Edwards Air Force Base passed them back and forth in third.

(Results Next Week)

ARE YOU SURE YOU DON'T KNOW WHERE THE COURSE ...

HUFF HONKS AT LODI

Story and Photos by Edward Johnson

Lodi Calif.'s weekly scrambles race was put on June 2 by the sectional members, for a variety of show. A good natured changeover of jobs took place, and once everyone got through seeing what was what, and who was who, they all got down to the business of running the first race, the 100cc Novices.

First to leave the line was Ronnie Gonnella, who held his place for the first lap till Jerry Tyler slid his way past and into first spot. The two of them left the rest in the dust as they both fought it out to the finish line, but Jerry stayed in first with Ronnie a fast-moving second.

Roberts Routs 100's

The 100cc Amateur/Expert class belonged to the Experts. Kenny Roberts made his big moves on the straightaways, while Robert Knudsen did his best working in the corners. Kenny had the lead, and kept it down to the wire with Robert nudging ahead only once. John Dotson rolled across the line for a first in the Amateur class.

Patrick McKee took the lead in the 200cc Novice class, but no one was willing to let him have it. With the lead that he did hold, he was able to stay an inch or two ahead of everyone else in the Main. Greg Moore took over the job of pressing Patrick till Greg dropped it in the fourth lap. From there on Pat made it clear he was going to have first place.

Sisemore Sizzles

The order of 250 Novice was Doug Sisemore first and Jim Cranshaw second, as Jim Nichols and Mike Waltkamp fought for third. Then Cranshaw decided he didn't like the order and moved himself into first. The new placement lasted till the fourth lap when Doug made the added change by putting himself in the lead for a win.

The 250cc Amateur/Expert class turned into a spotlight for Ray Huff, who burned up the track to give everyone there a living example of the word fast.

In the 350 Novice event Rick Graves walked away on his BSA with Joe Brazil leaping at his first spot. Joe wasn't quite quick enough and took second with Rick leading to the flag.

Bud Smith did the same on his Triumph in the 500cc Novice go as he kept turning it on and kept moving away. Stephen Young took up the job on his CZ of giving Bud a run for first, but Stephen wasn't able to make any changes in the order they held.

Ray Huff (6) gobbled up his competition in both the 250cc and Open classes, defeating all comers.

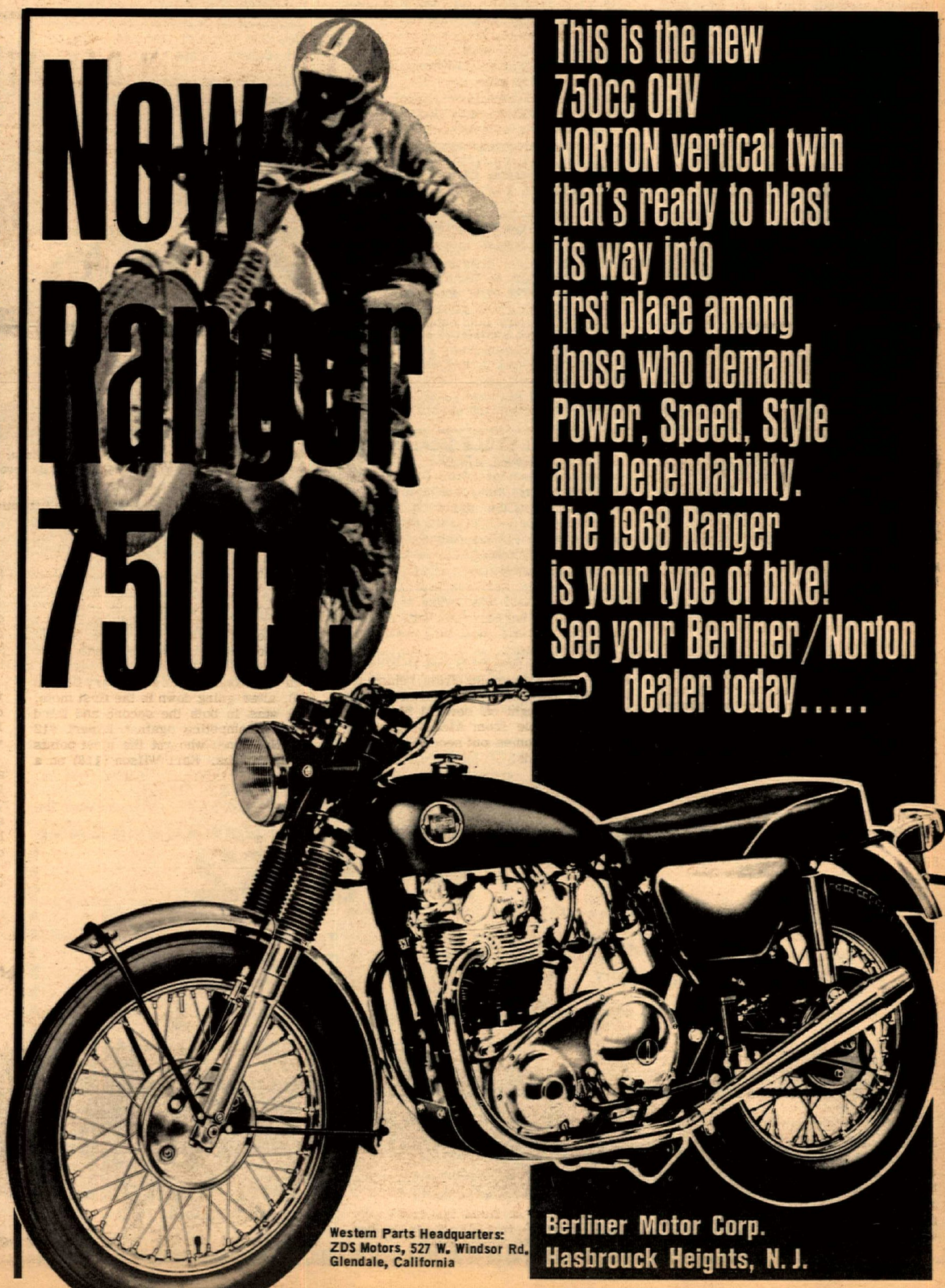
The 500 Amateurs weren't nearly so orderly. Ken Boyer held his first place as well as any first place winner should, but a change came in the next to the last lap. Bill Evans, who had been Ken's only competition, fell victim to Jim Richardson, who turned on his machine at the last moment to roll up on first place Boyer. Jim's move was too late though, and he took a second behind an unruffled Ken.

Second Win For Huff

The 500 Expert-650 Amateur/Expert saw Ray Huff take his second victory for the day. First place looked like a tight place to be with Don Stover, Fred Sumral, and Huff all holding it – at times all three were holding it at once – in the first lap. In the second lap Sumral rode his Triumph to first place, but then that was only the second lap. In the third Huff showed how he earned his black number by rolling into first and away from everyone else, for a first place win.

"I think I can, I think I can..."

Two approaches to one problem – how to handle a tight left-hander.



$ WANT ADS $

HARLEY-DAVIDSON 1966 Electric Glide 74-Full Dress. Mint condition. Low mileage. Sacrifice. $1695.00. (213) 483-1835 for sure before 9:00 a.m.

500cc GOLDSTAR, B.S.A. rebuilt engine, Barnett clutch plates, custom paint, new tire, rear, extra chrome $500.00 or ? (714) 642-0154 Costa Mesa, Calif.

TRADE: Immaculate '64 VW 1500 "S", AM-FM, extras; for clean Falcon Ranchero V8, 65-66, Datsun, El Camino, trade up or down. Call (213) 662-8530.

LEATHERS WANTED

For boy 4 ft. 11 in., 27-1/2 waist, 26 in. length, jacket size 16. Call (213) 376-3282 after 5:00.

DESERT HODAKA

Cerriani shocks, Ducati forks, engine by Hockie's – big tires, expansion chbr., Bobby "J" air cleaner, fork brace etc., never raced. $350.00. Call (213) 430-0439.

ROADRACER

750cc Norton, 12 sec. qtrs., top spd. 138 with street gearing. Will turn 1/4 in 11's. Needle bearing cam; Warren rods; lightened, polished & balanced valve train; A1 oil tank; oil press. & temp. guages; and much more. Street equip. incl. Must be told about. Best offer, (213) 843-5533/845-5865.

HARLEY FACTORY FLATTRACKER

1966 CRTT 250cc completely fresh, ready to race, Sifton goodies, 5 speed, extra gears $795 (retiring). (415) 687-2924 after 7:00.

"BETTER SEE BERT"

FREE SAMPLE: British magazine; Detailed photos, illustrating repairing, preventative maintenance, tuning, touring, competing, customizing, all European, Japanese cycles. MOTORCYCLE MECHANICS, 3388 Modoc, Kerman, Calif. 93630.

NEW DUCATI F3 250 road racer $995.00. Norton Manx road racer with modified 750cc Norton engine $995.00. Budschat Motorcycles, 17002 Aurora Ave., No., Seattle, Wash. 98133. Ph: LI 6-2070.

MECHANIC WANTED

Honda, BSA and Kawasaki. Must be well experienced and stable. Paid insurance, uniforms and vacation. Will help with moving for out of state applicants. Send or call collect to Norm Best complete resume including desired pay. Norm Best Motors, 8461 Commonwealth, Buena Park, Calif. 90621. (714) 521-3642.

NEW CARS, trucks, El Caminos...used, too. Call Jim Woolwine at (213) 352-3241 or 353-3226.

RICKMAN-METISSE HANDLEBARS

Street, racing, scrambles, sole U.S. Importer's Dist. House of Suzuki-Triumph, 16112 Harbor Blvd., Fountain Valley, Calif. 92708.

FOR SALE: '62 Ford Econoline, '67 engine & camper $775/00. Call: Mr. Gately days (213) 685-5135–nites (213) 361-6857.

'64 HARLEY-DAVIDSON 3 wheel with rear seat – holds 3 kids, $950. Also '60 H-D 3 wheel with buddy seat, $750. Both excellent condition (213) 442-7811.

'63 HARLEY-DAVIDSON, metallic green excellent condition. See to appreciate $975. (213) 442-7811.

CHOPPER SEAT

$14.95 – Motorcycle Salvage. (213) 925-9054.

MECHANIC NEEDED

Experienced – Yamaha & B.S.A., plenty of work, good benefits. Contact: Harry at Milne Bros., 1935 E. Colorado Blvd., Pasadena. Phone: (213) 793-5153.

MONTESA La Cross 250cc, compression release, excel. cond., desert ready. $600.00. (213) 676-6101.

'65 HARLEY-DAVIDSON 3000 miles, new engine, full dress. (213) 286-3684.

'66 HONDA S90, TT racer, newly overhauled, many parts $350. (213) 397-3918.

'63 MATCHLESS 650 Twin, desert ready $375.00. Want desert Hodaka. 444-5814.

4x6 BOX TRAILER, will carry up to 3 bikes, very clean. (213) 428-3805.

1965 BULTACO Matador 200cc $250.00. Model "T" Ford windshield $10.00. (213) GA 3-8913 eves.

360 EL BANDIDO, two rides only $900. (805) 483-8539.

'67 MONTESA La Cross, moto-cross, excellent condition, spares, reasonable (714) 871-2718.

BUSINESS MEN

Relocate in Western Canada. Well established dealer, distributor wishes to retire. 100,000 to handle. Principals only. (714) 531-5190 after 7:00 p.m.

EXPERIENCED HONDA MECHANIC

Guarantee & commission, unlimited potential, busy shop with maximum benefits, 5 day week. BILL KRAUSE HONDA TRIUMPH, Inglewood. Call Tuesday–Friday (213) 671-0407 or (213) 678-5289.

LEADING CYCLE DEALER NEEDS HELP!

Immediate opening with leading m/c dealer for parts man, mechanics, salesmen, etc. Excellent pay & co. benefits. Diversified Co. – you learn three business in one job. Clean, smog free area. Thrifty Lad Honda, 2411 Lincoln, Santa Monica, Cal. 90405.

DICK'S M/C SALVAGE 9061 E. Artesia Blvd. (213) 925-9054. Junk bikes bought.

UNITED MOTORCYCLE ENTHUSIASTS

Speaks for YOU. Wherever your rights are involved. All it takes is $5.00 to JOIN U.M.E. Box 1154, Reseda, Calif. 91335.

NEW TELESCO MOTO-CROSS FORKS

Must sell quickly $80.00. Ask for John, (714) 534-7123.

'66 TRIUMPH 650, raked, 1-1/4" longer swinging arm, skid pan, Bates seat, Q cleaner, 6-1/2" travel front forks, fork brace, desert bars, $950.00. Days (213) 361-4262.

TRADE – 2 super light alloy rims, 18"x36 hole for ? (213) 447-2780.

'65 YAMAHA 80 set for dirt, Gyt Kit equipped, sun burst head, European bars, rake plate, clean, many extras, street equipment included $200.00. (213) 863-1532.

1968 MAICO 360cc

$550. Clean and fast. Lon Peterson, (213) 249-7315.

TRADE: 1966 Honda 305 dirt bike, new knobby, battery, rebuilt engine, desert bars; for Hodaka or 100cc Yamaha single; or ? (213) 373-3427.

TRADE: Tohatsu, frame, wheels, forks, tank for ? (213) 286-3684.

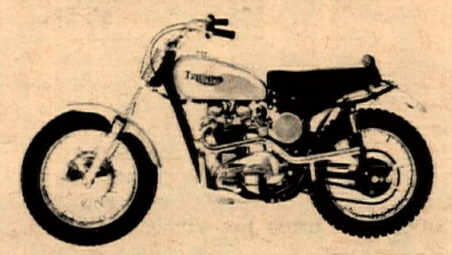
T-100 500 TRIUMPH, like new, under 2300 miles, never raced, dirt only. All the good stuff. See to appreciate. (213) 379-9372.

HEAVENLY HONDA, 1965, 300 dream, exceptionally nice $400. (213) PA 8-7669.

1964 250 DUCATI Scrambler '68 front end, desert equipt. $300. (213) PA 8-7669.

YAMAHA Scrambler '66, 250cc, x'lnt. cond., custom seat, paint, bars $495.00 firm. (213) 981-5608 or (213) 784-3181.

TRIUMPH DESERT BIKES



BRAND NEW TRIUMPH TR6C with Ceriani front end. All extras. Race ready. Custom built for the serious rider. Best deal. Van Nuys Cycle, 7630 Van Nuys Blvd. Ph (213) 989-2230.

MECHANIC WANTED

Pomona Valley's largest Honda, Triumph dealer needs an experienced Honda mechanic. Clean shop, top wages, including health insurance and benefits. Call: (714) 982-8951 or 624-9414. Foothill M.C. Center, 1811 W. Foothill Blvd., Upland, Calif.

BOOK: "HOW TO RIDE & WIN"

Expert riders in American sports competition tell the techniques of track and trail. Chuck "Feets" Minert on TT-Scrambles, Bud Ekins on Moto-Cross. East Coast's Don Pink tells how to ride Enduros and woods. John McLaughlin on Grand Prix Scrambles. Helpful tips on setup of motorcycles, cards & licenses and mucho more. Hardbound. $4. postpaid. Send check or money order to -- How to Ride & Win. c/o C&S Publishing Co., Box 498, Long Beach, Calif. 90801.

BSA FLATTRACKER – No work needed, ready to go – Barnes Wheels & gearing. Many extras & some engine parts $650. (206) BA 6-8375 Renton, Wash.

'66 MONTESA LA CROSS Ceriani rear, like new $475. (213) 762-1530.

GREEVES 360cc

Low mileage, must sell, make offer. Ask for Ted (213) 478-6162.

NORTON ATLAS, 1966, overhauled, fully road equipped $850. (714) 633-1037.

GOLDSTAR 1961, like new, overhauled, Cerianis, extras $650. (714) 633-1037.

FOR SALE: Two rail bike trailer $75.00 (213) 675-1922.

MOTO BETA 67-1/2, 21" rim, comp. release, 3 exp. cham., 3 sprockets, Rickman bars, 2 carbs, desert seat, engine Acc., excellent running cond. Dependable $375. (714) 547-1542.

1966 TRIUMPH T100R 500cc, excellent condition, Smiths tach, new rubber bars, luggage rack, low mileage $825.00 or trade for land or ? (213) 793-8942 or 449-8498.

'67 GREEVES Challenger 250cc, springer front fork, comp. release, twin plug head, 21" front wheel, new piston, clean, can be seen at Prospectors Hare Scrambles June 23rd–$595.00. (714) 867-3172.

TRADE: '66 H-D Sprint CRS for a small bike plus cash. (714) 735-2940.

'57 CHEV. PICKUP, V8, air. See to appreciate. After 6:30 p.m. (213) 346-2198.

TRADE: 18' boat, motor, trailer and extras for 65cc – 650cc bikes or basket cases. (213) 359-7401.

FREE: Cheating Checker. Seen cutting course at many desert races. He is being held at the Shamrocks Motorcycle Club meeting, in the Ladies rest room.

HONDA T.T. PIPE

CL-350 – $24.95. CL-77 – 3 or more sets $22.49. Aragon Dist., 223 W. Camino Real, Monrovia, Cal. (213) 447-8342.

NEW OPENING – SOUTH BAY MOTORCYCLE CENTER

Sales and repairs. Reduced price for new opening on '67 – 500cc Triumph, 2,000 mi. – all new models Jawa, also new C-Z moto-cross 250cc in stock. Factory mechanic service on C-Z moto-cross, Norton, Matchless & Ducati models. South Bay Motorcycle Center, 213 Pacific Coast Hwy., Redondo Beach, Ph: (213) 379-3344.

SALESMAN WANTED

Exper. desired, top money for top man, great opportunity. Contact: Harry at Milne Bros. (213) 793-5153 in the Pasadena area.

BULTACO REPAIR & HOP UP MANUAL

Covers all models, including 360cc, discuss porting port alignment, 5 porting 7 porting, reed plates, cutting pistions, timing by light, general tune up, shifting problems and remedy, Clutch heat treating, glass peening, etc. Send $3.00 to: Morgan Engineering P.O. Box 2774 Fullerton, Ca. 92633

FREE CATALOG – Motorcycle Parts & Accessories, Books, Clothes, etc: California Cycle Supply, P.O. Box 192, Fairbury, Ill. 61739. Phone: (815) 692-3769.

MECHANIC WANTED

Triumph, Yamaha exper. Must be capable of making $200.00 plus a week, 5 days. Call (213) 346-3700.

25% SAVINGS ON INSURANCE

Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: 836-5211.

MECHANIC NEEDED

Like to relocate in fabulous Las Vegas? Nevada's largest dealer offers steady year round work. Write or call Scoottersville, 1001 So. Main, Las Vegas. 89101.

$1 & $2

Name.....

Address.....

City..... State .....

WRITE AD HERE– PLEASE PRINT

Ten Words – $1
Twenty Five words – $2
Headline in BOLD TYPE $1 extra
Picture $3 extra
Extra word – 10¢ each
COMMERCIAL ADVERTISERS RATE
Ten words $2.00
Twenty five words $4.00
Bold Line $2.00
Photo $6.00
Extra word – 20¢ each

ENCLOSE CURRENCY (Include area code with phone number.)

FREE ADS (10 words maximum)
If you have something to give away

MAIL TO: CYCLE NEWS, P.O. BOX 498, LONG BEACH, CALIF. 90801

WANT ADS

NOW INTERVIEWING qualified enthusiastic young men with advertising and/or editorial background and knowledge of motorcycling to become part of publishing team with growing nationally distributed magazine in motorcycle field. Great opportunity. All replies confidential. Send resume to: Box B, c/o Cycle News, P.O. Box 498, Long Beach, Calif. 90801.

STEADY EDDIE'S SUPER SPECIAL!
Eddie Mulder's '65 Triumph TT Special, $975.00. Call Triumph of Burbank. (213) 848-7233.

TRADE: '60 TR-10 sedan for dirt bike. Call: (213) 635-0289 or see at 521-1/2 S. Bullis Rd., Compton, Cal.

FORK EXTENSION
2-1/2" to 6" for most models – from $10.95. Be the first on your block to have a set. Call Aragon (213) 447-8342.

FOR SALE: Reg Pridmore's Triumph Sidecar outfit. New 650cc engine. Latest Gardener carb's from England. Oil cooler. Reason: New 3 cylinder outfit almost ready $1250. (805) 962-6769.

'67 BRIDGESTONE 175 factory racer, clean & extras $475.00. (213) 785-1964.

WANT TO BUY Omega 125cc running or not for parts. Phone after six p.m. weekdays (213) 696-3293.

350cc BANDIDO $950.00. Skid plate, desert seat, big tank, fast and reliable. Open class winner Deadmans Point and Bushmaster Moto X. Call (714) 686-8016 days.

1965 BSA LIGHTNING 650, $675. 1966 BSA Victor 441, $575. Both in excellent condition. Torrance, Cal. (213) 371-9872.

68' HODAKA Dirt bike, Webco head, Cerriani shocks etc. worth $600.00, will sale for $350.00. (714) 772-0378.

'67 BSA VICTOR–Dirt machine. Red leathers. Drafted – must sell! (714) 637-4606.

'68 YAMAHA ENDURO 250cc single, like new (805) 527-4413.

64 HONDA 90 – new engine, new trans., perfect. Call (213) 881-2386.

FOR SALE: New "67" 175cc Bridgestone very good condition, less than 2,000 miles, oversize tires, dirt gear and chain. (213) TO 9-6012.

'67 GREEVES MX5
Set up for Moto-Cross and T.T. Extras; 2 complete wheels, tuned pipe, sprocket $650. (213) 923-2467.

1963 GOLD STAR. Super clean, reasonably quick. Chrome front end and cases. About $550 or will trade plus cash for 360. See/buy at 220 E. Huntington, Monrovia. Trades: DeVany, 5179 Calle Asilo, Santa Barbara, Calif. (805) 967-5957.

I WANT TO RIDE AT ASCOT!
Holder of 3 No. Calif. track records wants fast, dependable, good-handling bike for Ascot. Will fly down. Call Jerry Clark, Novice #258 at (408) 377-3811 after 6 p.m.

'67 BSA – VICTOR
500 miles, perfect condition – $695.00. (213) 391-1467.

SELL: Greeves 34A 250cc engine, Puch frame, custom tank, (2) T.T. seats, tires–K-70's 400x18. 250cc Twin Yamaha exp. chambers, assorted lights, muffler, speedo, fenders, etc. (213) 363-9130.

C-Z 250 MOTO-CROSS excellent condition, ready to race $450. (805) 467-3506.

HONDA PARTS–Forks, wheels, tanks, etc. & small side hack (805) 495-1342.

'66 TRIUMPH TR6C street/dirt, super clean, fresh engine $850. (213) 427-5032.

HUSKY 1967, 360cc. (213) 345-7844.

WANTED: Yamaha mechanic. Exper. nes. must have tools. Call 9-6:30 ask for Steve (213) 280-3553.

1938 EXCELSIOR MANXMAN 500cc OHC very rare classic. Good running condition, lots of chrome, nearly complete $700.00 or trade for Vincent or Sq. 4. Ph. (213) OV 3-4425. P.O. Box 46, Oakhurst, Calif.

$550.00. BSA VICTOR with telesco forks and much chrome. This machine is street legal and in excellent condition. (714) 871-5700.

S.H.C.A. HELMET CERTIFICATION

The Safety Helmet Council of America, headquartered in Los Angeles, California, today announced the commencement of the first and only motor sports safety helmet certification program which provides continuous, off the shelf, random sample testing to the United States of America Standards Institute Z90.1-1966 standard by several nationally recognized independent testing laboratories.

This new certification program will provide the necessary assurance of consistent quality of safety helmets to users, dealers, and distributors.

The distinctive, bright yellow SHCA certification label will first be applied to helmets manufactured approximately June 1, 1968 and will begin to appear at dealers shortly thereafter.

S.H.C.A. helmet certification is available to all manufacturers of helmets exceeding the Z90.1-1966 standard and who are willing to complete the necessary agreements with the Safety Helmet Council.

Anyone interested in further details on this comprehensive helmet certification should contact Mr. Gary B. Lovell, Executive Secretary, Safety Helmet Council of America, Suite 506, The Gibraltar Tower, 9107 Wilshire Boulevard, Beverly Hills, California 90210. Telephone: (213) 272-3256.

MOTORCYCLE CAMS
TRIUMPH TITANIUM RETAINERS
780-1102
NORRIS PERFORMANCE PRODUCTS
BOX 484 VAN NUYS, CALIF. 91401

SACHS
TRAILBIKES
Dealer Inquiries Invited
Hercules Dist. Co. LTD – 11718 Santa Monica Blvd. Los Angeles 3, Ca. 90025

Grant Van Tech
MOTORCYCLE CONVERSION KITS
Grant Industries, 3680 Beverly Blvd., Los Angeles

"SUZUKI"
Dale Brown Motors
2441 Long Beach Blvd.
Long Beach, Calif.

norm reeves
SUMMER SALE
NEW 175cc KAWASAKI
Electric Start Trail Model
ONLY $495.
HURRY LIMITED SUPPLY
THREE HUGE SOUTHLAND LOCATIONS
15745 Lakewood Blvd. Paramount, Calif. (213) ME 0-4313
224 N. Anaheim Blvd. Anaheim, Calif. (714) 535-3647
9536 E. Firestone Blvd. Downey, Calif. (213) 869-0600

Robert M. Law
TRIUMPH
HIGHEST TRADE-IN
239 N. Anaheim Blvd. Anaheim, Cal.
Phone (714) 533-1309

SPEED YOUR MAIL
use ZIP CODE NUMBERS IN ALL ADDRESSES

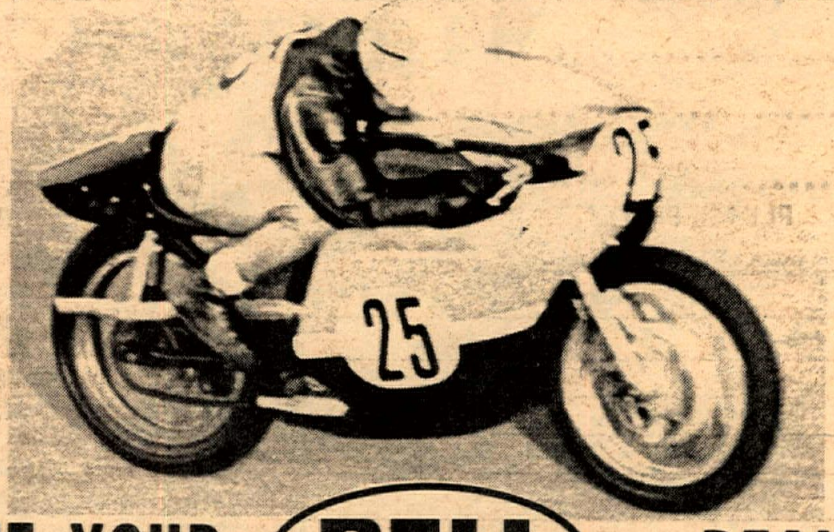
WHITE INTERNATIONAL CORP.
Manufacturer of Quality Motorcycles

BRIDGESTONE
Sales—Service
Barney Tillman's SPORT CENTER
6027 Whittier Blvd., E. Los Angeles
(213) 723-3523

JOIN THE CLUB THAT LETS YOU SAVE UP TO
60%
ON YOUR CYCLE ACCESSORIES
Write for info. ADC
1701 E. Tulip St., Phil., Pa. 19126

CZ ★ Triumph ★ Suzuki
★ Jawa ★
at Walt Axthelm Triumph-Suzuki Motors, 1049 W. 5th St., Pomona, Calif. (714) 629-8642.

WINNERS GO WITH BELL
CAL RAYBORN
WINNER OF
LACONIA 100 MILE AMA NATIONAL CHAMPIONSHIP
DAYTONA 200 MILE AMA NATIONAL CHAMPIONSHIP



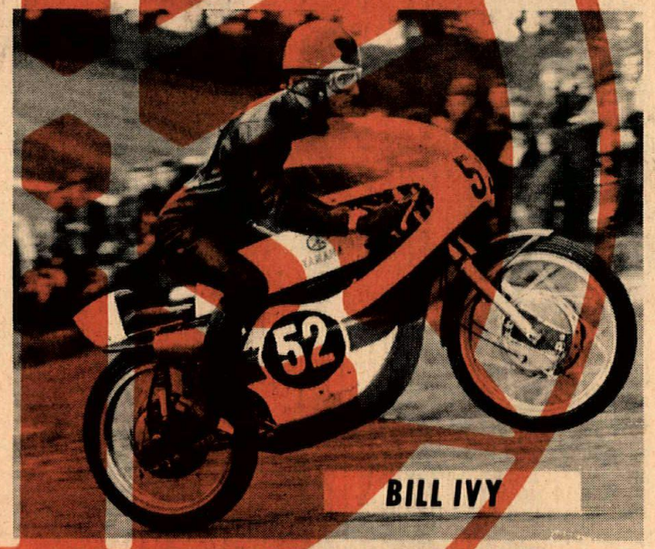
SEE YOUR BELL HELMETS DEALER

IT WAS A BIG WEEK FOR YAMAHA

JUNE 9	ISLE OF MANN	(England) World Championship 250cc Class	1st Place	BILL IVY
JUNE 9	ISLE OF MANN	(England) World Championship 125cc Class	1st Place	PHIL REED
			2nd Place	BILL IVY
JUNE 14	ASCOT PARK	Half-mile Novice Main Event	1st Place	KEITH MASHBURN
JUNE 15	LACONIA N.H.	75 Mile Expert 250cc Final	1st Place	ART BAUMANN
JUNE 16	LACONIA N.H.	60 Mile Amateur Open Final	1st Place*	RON PIERCE
JUNE 16	LACONIA N.H.	100 Mile National Championship	3rd Place	JODY NICHOLAS
JUNE 16	SAN JOSE	Half-mile Novice Main Event	1st Place	KEITH MASHBURN

It was quite a week for Yamaha! It started with a double win at the Isle of Man – which is probably the most important motorcycle race in the world – with Bill Ivy winning the 250cc event and teammate Phil Read taking the 125cc honors. While that was going on in England, across the pond in Canada, Yamaha was making a clean sweep of the biggest race in that country – Mosport. It was Daytona 250 champion Yvon Duhamel winning not only the 250cc event but coming back to win on a Yamaha 350 in the Open class against the big 750s. The following weekend at Laconia, New Hampshire Yamahas made another of the 8-of-the-first-10 victories that are starting to become commonplace. First year Expert Art Baumann was the first man to cross the finish line. In the 100 Mile National Championship Jody Nicholas took an impressive third place against the biggest bikes and best riders in the country. * And young Ron Pierce entered a 250cc Yamaha in the 60 mile Amateur big bike race and won. But some two hours later he was disqualified because his bike was too small – another first for Yamaha.

Back in California while all of this was going on Yamaha ace Keith Mashburn kept his Ascot and San Jose win streak going by winning at Ascot on Friday and San Jose on Sunday. Like we said – it was quite a week for Yamaha.



BILL IVY

LACONIA RESULTS
75 MILE EXPERT 250cc FINAL

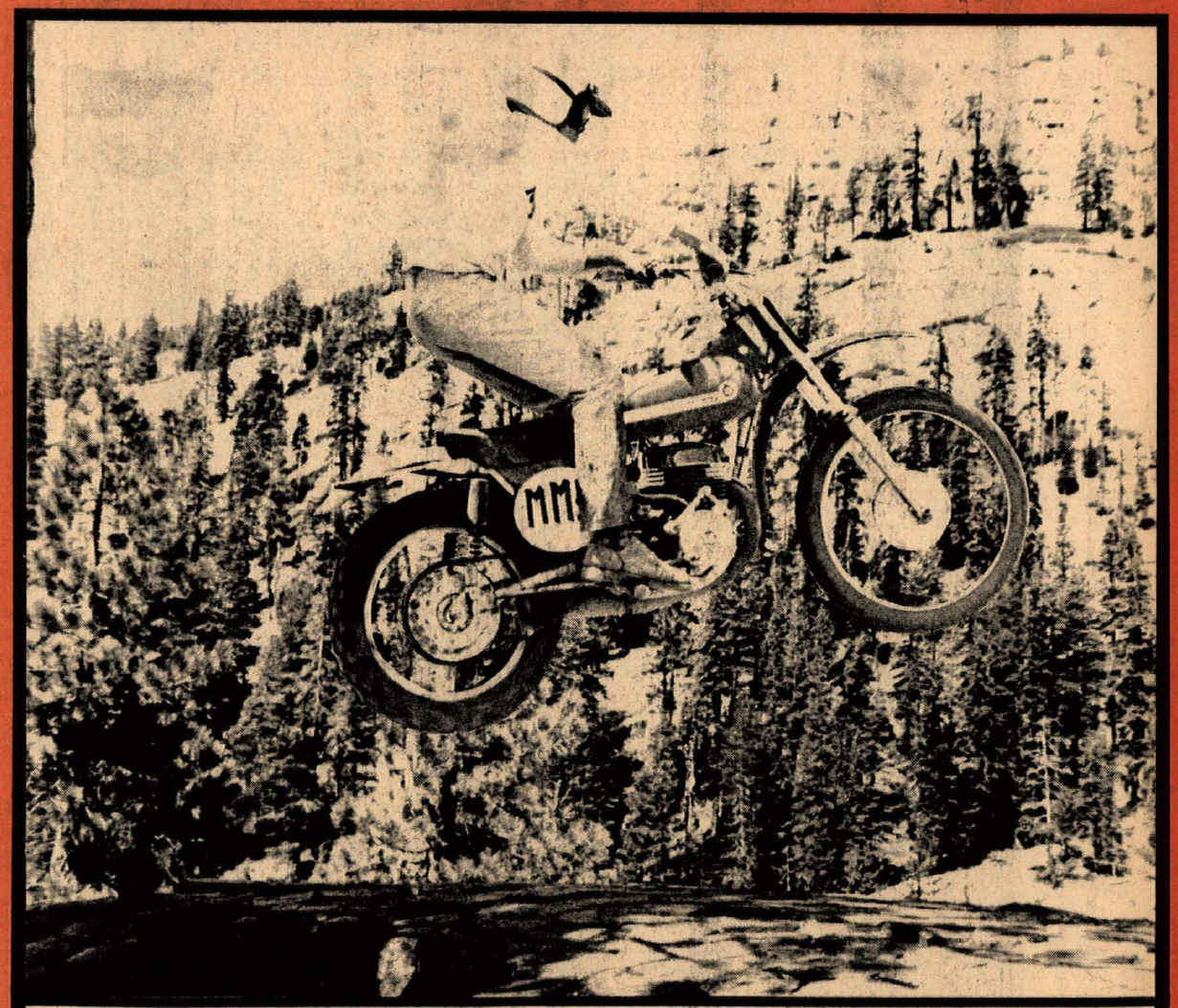
1st	ART BAUMANN	-YAMAHA
2nd	MIKE DUFF	-YAMAHA
3rd	YVON DU HAMEL	-YAMAHA
4th	RON GRANT	-SUZUKI
5th	FRANK CAMILLIARE	-YAMAHA
6th	RALPH WHITE	-KAWASAKI
7th	DAVE BLOOM	-YAMAHA
8th	GARY NIXON	-YAMAHA
9th	ANDRE LASCOUTZ	-YAMAHA
10th	DON TWIGG	-YAMAHA

meet the
EXCITERS
YAMAHA
INTERNATIONAL CORPORATION • SINCE 1887

CYCLE NEWS

MFP 25¢
July 11, 1968

AMERICA'S ONLY MOTORCYCLE WEEKLY NEWSPAPER



Ronnie Nelson and his super powered Montesa Capra 360cc soar over scenic high Sierra backdrop at the Mammoth M.C. Moto-Cross on June 8, 9 near Mammoth, Calif. Complete story, photos, and results inside. – Photo by Bill Pettigrew.

THIS ISSUE: LOUISVILLE DOWNS NATIONAL STARDUST 7-11 $25,000 PURSE ASCOT FT NATIONAL DRAGS–TENNESSEE ADELANTO TT MAMMOTH MOTO-CROSS